

Attachment A

Reimagining the Community Air Protection Program to Serve More Communities

The Program must deliver benefits to more communities while centering community priorities. To do this, CARB is developing approaches that are less resource intensive than the CERP and CAMP-focused approaches currently in use. Because the capacity to meaningfully engage is limited for many communities, and 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. It is a critical time in the Program, and it will take creativity and action to establish new approaches. Here we highlight three new approaches aimed at expanding what Program implementation can look like: (1) using Community Air Grants to support the development of Local CERPs developed by community-based organizations or California Native American Tribes with air district participation, (2) Community-focused enforcement, and (3) Community-driven approaches in use of incentives.

Additionally, CARB staff are working informally to bring resources to communities that have not yet been selected to build capacity and address specific air quality concerns. A recent example of leveraging grant opportunities is the November 2022 US EPA American Rescue Plan (ARP) grant award of \$499,100 to CARB. With support from the local community and EJ groups and the Department of Pesticide Regulation, CARB staff will use grant monies to monitor air quality in the communities of La Viña in San Joaquin Valley and Maywood-Vernon-Bell-East Commerce in South Coast. Both communities experience a high cumulative exposure burden, as shown by [CalEnviroScreen \(CES\) 4.0](#) scores. The community of La Viña has self-nominated for inclusion in the Program for the last four years.

Using Community Air Grants to Develop Local CERPs

AB 617 authorized Community Air Grants to provide technical assistance and support community participation in the implementation of the Program. To date, approximately \$25 million have supported 95 community or tribal projects throughout the State that have increased the capacity of grantees to become active partners in identifying, evaluating, and ultimately reducing air pollution and exposure to harmful emissions in their communities.

Community Air Grants provide the opportunity to support community partnerships in developing emission reduction strategies, with CARB and air districts as partners and implementers. This approach is modeled after a project underway in the San Joaquin Valley led by the Central California Asthma Collaborative (CCAC), the Central California Environmental Justice Network (CCEJN), the Central Valley Air Quality Coalition (CVAQ), Madera Coalition for Community Justice (MCCJ), and Valley Improvements Projects (VIP) to target and expand on emissions reduction strategies through Local Community Steering Committees (L-CSCs) in Stanislaus, Madera, and Tulare counties. The grant supports the L-CSCs in

understanding the various existing and proposed emission reduction strategies already available in CARB-approved CERPs developed by communities in the San Joaquin Valley.

To support the expansion of this new approach modeled by Valley community coalitions, CARB's 2022 Community Air Grants Program Request for Applications (RFA) included a new project type category called "Local Community Emissions Reduction Plan." This new project type is intended to promote the use of Community Air Grants in new ways and support more communities in the Program. This project type shall reflect participation from a range of partners in the community, particularly affected residents, including but not limited to the local air district, local governments, and affected sources who will work to develop a Local Community Emissions Reduction Plan (L-CERP). Eligible activities include the development of a charter to support governance and decision-making, review of air quality data, prioritization of community air quality concerns, and developing strategies to address those concerns. Eligible activities also include working with CARB, the local air district, and local governments to implement actions to address concerns.

Community-Focused Enforcement

In 2021, CARB's Enforcement Division staff began hearing from environmental justice communities that they continue to be impacted by emission sources operating in their communities and that more enforcement is needed. CARB staff were concerned by these reports because of the relatively high compliance rates for mobile sources in environmental justice communities. For example, 80 percent of heavy-duty diesel inspections last year were in or around overburdened communities realizing compliance rates above 90 percent. The consistent responses from communities made CARB staff concerned that there were enforcement-related air pollution issues that we may not be addressing. Therefore, we began discussions with communities to understand their concerns better. Through these conversations, we came to realize that our efforts have been successful to a point but that the harm communities are experiencing is still not fully addressed. Pockets of mobile source noncompliance are still present in several areas of the State. Even where vehicle and equipment operations are compliant, it is often the sheer volume of (even compliant) vehicles operating in communities that may be causing cumulative impacts not addressed by current regulations.

To target our efforts in areas where they are needed most, Enforcement staff use an area-focused investigation (AFI) strategy that concentrates investigations and enforcement in areas identified by the community, some of which we traditionally do not enforce. By partnering with community members, we ensure that community priorities are central in developing the enforcement plans and guiding their implementation. Developing an area-focused investigation requires collaborating with the community to identify strategies that may help solve the more complex problems experienced within the community. We then document and report on our understanding of the issues, results, and lessons learned from our work and then go back to the community to develop the next steps.

In late 2021, we began working with several communities to pilot this approach. We look forward to learning from and further developing this approach with more communities.

Examples of Area-Focused Investigation Strategies

- **Del Amo Community Enforcement Workgroup:** In January 2022, CARB began meeting with the City of Del Amo to address community concerns related to warehouse and truck-related issues, including noise, vibration, truck idling, and traffic concerns, as well as facilities handling toxic materials near homes and a childcare facility. After developing a plan that included focused-enforcement efforts, "No Idling" sign placement, development of bilingual outreach materials to community members, and an interagency approach to assessing the issues related to a warehouse and other facilities of concern, CARB staff have been coordinating weekly meetings with community members to continue to learn more about the issues the community is facing, as well as continuing to implement and refine the work plan as new information arises.
- **South Los Angeles:** CARB staff worked closely with SCAQMD and community co-leads on developing the South Los Angeles CERP approved by the CARB Board in August 2022. Additionally, CARB staff began understanding the oil and gas issues facing the community by accompanying a community leader on a tour of the Murphy Drill Site, which has led to the formation of a Community Oil and Gas Enforcement Workgroup. An initial proposal has been shared with interested community members, and the first workgroup meeting is planned for February 2023.
- CARB Enforcement staff worked with non-profits, SCAQMD, Los Angeles Police Department, Port Police, and City of Los Angeles staff to create a process for installing and enforcing truck "No Idling" signs in areas identified by the community as areas of truck idling concern. Staff has also worked to create and distribute outreach materials to truck drivers to alert them to the importance of not idling near sensitive receptors like schools, homes, and hospitals. As a result of this partnership, the Los Angeles Department of Traffic posted 164 "No Idling" signs in the Wilmington and Boyle Heights communities and is prepared to install more signs in areas of concern identified by the community.
- CARB Enforcement staff conducted a railyard audit in the Southeast Los Angeles and East Los Angeles-Boyle Heights-West Commerce AB 617 communities that the Southeast Los Angeles community had requested in Fall 2021. We presented the results to the Southeast Los Angeles CSC meeting on December 8, 2022.
- As part of implementing Southeast Los Angeles's AB 617 CERP, CARB Enforcement staff have been working with CSC members to understand catalytic converter theft issues and work on deterring theft through outreach. A white paper on catalytic converter theft will be completed in 2023.
- In 2022, CARB Enforcement staff began discussions with the West Oakland Environmental Indicators Project (WOEIP) to develop a co-led partnership between WOEIP and State, local, and federal agencies to respond to community-driven

priorities and explore how federal, State, and local regulatory enforcement authorities can be used together to reduce emissions and public health impacts from heavy-duty diesel-powered trucks. The discussion is ongoing, and CARB staff and WOEIP are developing a partnership agreement.

- At the request of community groups, Enforcement staff developed partnerships with Stockton community organizations to co-lead the development of community-focused action plans that reduce disproportionate exposures and other concerns in Stockton. With a community-devised plan, CARB staff conducted roadside vehicle inspections, deployed an automatic license plate reader and the Portable Emissions Acquisition System, completed origin-destination surveys, and conducted outreach. The goal of the community-led field event was to characterize heavy-duty diesel vehicle traffic and volume traveling through the community while also conducting enforcement and outreach of applicable regulations. The enforcement results from the event were co-presented, including local youth participation, at a Stockton CSC meeting on September 22, 2022.
- Prior to an approved CERP, Enforcement staff worked with CARB's Office of Community Air Protection and the Bay Area Air Quality Management District to develop an online enforcement training module to be shared with the Path to Clean Air Community (Richmond-North Richmond-San Pablo) AB 617 CSC members. The goal of the module is to introduce Enforcement's role in AB 617 and their CERP development, share information on our regulations, programs, and activities, and help equip the CSC with tools and information to help guide the development of enforcement strategies in their CERP related to enforcing mobile sources.
- Supplemental Environmental Projects (SEP) program staff have actively participated in AB 617 meetings and coordinated with local community groups and air districts to support their funding needs. SEP staff provided support to develop project ideas to submit for consideration under the SEP program. Since September 2021, a total of \$7.7 million have been allocated to the SEP program through 18 settlements, out of which \$4.3 million were directed to fund nine community projects located in the following AB 617 communities: South Central Fresno, West Oakland, Eastern Coachella Valley, West Oakland, East Los Angeles, Boyle Heights, West Commerce, South Sacramento-Florin.

Community-Driven Approaches in the Use of Incentives

One category of funding that the Legislature appropriated for AB 617 is the Community Air Protection Incentives (CAP incentives). Incentives are funds that can accelerate emission reductions faster or beyond what regulations require. Many community-prioritized solutions in adopted CERPs use CAP incentives to fund those programs and projects. CAP incentive funds are also available for projects in communities outside of those formally selected for the

AB 617 Program. The CARB Board directed that at least 70% of funds be spent in disadvantaged communities and 80% in low-income communities statewide. Air districts have significantly exceeded this requirement, with, to date, 94% of CAP incentives spent in disadvantaged and low-income communities across the State, with about 40% spent in AB 617 communities.

To expand on CARB's initial funding options in the CAP Incentives Guidelines, staff developed a process for the air districts to fund new projects that are responsive to community priorities, referred to as Community-Identified Projects, and to expand stationary source incentive opportunities. CARB published the final version in October 2020 as a new chapter in the Guidelines on our [CAP incentives webpage](#).

The revisions allow air districts to develop expeditiously and fund projects to reduce emissions from stationary sources and to address those concerns identified and prioritized in AB 617 CERPs. As a criterion for CARB's approval of a CERP, air districts must describe the level of support for the CERP and its strategies to the Community Steering Committee. Subsequent proposed project plans to implement incentive-based strategies must also document strong, widespread, and clear community support and include both qualitative and quantitative descriptions of community benefits.

To date, CARB staff have reviewed and approved 18 of these project plans, which have led to 483 Community-Identified Projects as of November 2022. SJVAPCD created the first of these plans in support of the emissions reduction program of the South-Central Fresno community, consisting of funding for a study of truck traffic within the community. The air district worked with the community to develop the Project Plan to better understand the flow of truck traffic within South Central Fresno. The air district and the community will use the study's results to determine whether rerouting truck traffic could reduce exposure and explore how much traffic could be rerouted effectively. Each of the four selected communities in SJVAPCD includes a similar truck study project in their CERP. This is an effective model now being used in the other CERPs in the District. CARB staff has reviewed and approved other Project Plans submitted by the SJVAPCD, SDAPCD, Imperial County APCD, and the SCAQMD. Project plans include lawn and garden equipment replacement, alternatives to open agricultural burning, a zero-emission truck pilot program, equipment to reduce emissions from hexavalent chrome plating, and school air filtration projects. Staff will continue to work with districts and communities to develop project plans and will post approved Project Plans publicly [on CARB's webpage](#).

Despite the revision to the guidelines, just over 1 percent of CAP incentives expended to date have been in support of Community-Identified Projects (visualized in Figure 3 in Appendix B in this document), meaning that a significant opportunity to tailor projects for communities has gone untapped.

There are several opportunities to benefit more communities and to center community priorities through incentive projects. CARB staff will encourage the use of CAP incentives to fund both new and additional stationary source emissions reductions and other Community-Identified Projects in AB 617 communities and communities throughout the State that have not yet been selected for the Program.

Another opportunity for establishing new approaches to Program implementation is through the CAP Incentives Guidelines Update. As part of the process to develop Blueprint 2.0, staff will also revise the *CAP Incentives 2019 Guidelines* (CAP Guidelines or Guidelines) to increase opportunities for disadvantaged communities, particularly those that have been consistently nominated, to replicate selected CERP strategies and stationary source project categories statewide in partnership with communities. In advance of this action, staff will also publish new learning materials for community members participating in the Program to empower them to make their voices heard and contribute to these Guideline revisions as staff continues to work through the Blueprint 2.0 public process.

Creating additional outreach and training materials will provide more easily accessible information about CAP incentives, increasing the capacity for community members to participate in revising the Guidelines. Additionally, these materials will increase community members' capacity to participate in the funding decisions made by their local air districts. The outreach materials will be released before the public guideline revision process and complement the existing CAP Program training.

The guideline revision process will focus on early and frequent community engagement. Staff will reach out to impacted communities, community steering committees, local air districts, and environmental justice advocates to ensure community members are aware of this effort. Staff will begin discussing where improvements can be made to the Guidelines to facilitate support for priority populations and increase investments in zero-emission technologies. This public process will include hosting multiple listening sessions to discuss CAP incentives and to consider revision options, as well as hosting public workshops to settle on specific changes to the Guidelines. Punctuating this process with periodic workshops will ensure that ideas developed and discussed throughout the process and translated to specific proposed changes to the Guidelines by staff accurately address community priorities.

Updating the Statewide Strategy (Program Blueprint 2.0)

AB 617 requires CARB to update the Program Blueprint at least once every five years. CARB staff are currently updating the Program Blueprint through a community-driven process to incorporate lessons learned from implementation and to better incorporate equity and community perspectives into the Program. In 2020, a Writer's Group made up of a few community and environmental justice leaders, most of whom are members of the AB 617 Consultation Group, stepped forward to draft a *People's Blueprint for Community Air Protection* (People's Blueprint), with technical writing and facilitation support provided by CARB through a contract. The document 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 achieving emissions and exposure reductions in disproportionately impacted communities.

The People's Blueprint has been the starting point for review, discussion, and comment by the entire Consultation Group, air districts, and the public. It brings a renewed and increased focus on civil rights, equity, and the principles of environmental justice. It is through this effort that CARB hopes to address both community and air district concerns regarding leadership and governance models, conflict resolution, competition for selection between

disadvantaged communities, training, and the incorporation of equity and environmental justice principles.

Engagement with the AB 617 Consultation Group

AB 617 calls for CARB to consult with the Scientific Review Panel on Toxic Air Contaminants, air 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. This strategy is the Program Blueprint, which describes CARB's guidance on AB 617 implementation. In January 2018, CARB convened the AB 617 Consultation Group, chaired by CARB Board Member Dr. John Balmes, as a forum for consultation. In 2022, CARB Board Member Davina Hurt joined the group as a co-Chair.

In the fall of 2020, a subgroup of the Consultation Group began to meet to develop the People's Blueprint to highlight lessons learned from a community-based and environmental justice perspective. 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 releasing the People's Blueprint in September 2021.

From September 2021 to September 2022, the entire Consultation Group discussed the draft People's Blueprint every other month in public meetings. All ten chapters of the People's Blueprint were discussed in six meetings. Several key themes and concepts from the Consultation Group discussion of the People's Blueprint will be reflected in the Blueprint 2.0 guidance document.

Some of these concepts include:

- Community and agency readiness and capacity building on engagement in the Program
- Models of partnership, co-leadership, and strategies for effective engagement
- Guidance on steering committee membership and governance, including technical capacity building, charter development, implementation and accountability tracking, and conflict resolution
- Participatory budgeting
- Operationalizing equity and environmental justice

The AB 617 Consultation Group has been an essential consulting body in CARB's ongoing development of Blueprint 2.0. CARB has kept the Consultation Group current on the process in meetings and by directly sharing each deliverable with a request for input. The Consultation Group added most deliverables to their meeting agenda for an entire group discussion, most recently discussing the expanded outline on December 8, 2022. During that meeting, Consultation Group members pointed out some concepts that they would like to see included or focused on in Blueprint 2.0, including the following points:

- Create a formal mentorship between new and experienced communities to help build capacity and strengthen the process.
- Provide more detail about how the enforcement process has the potential to reduce emissions.
- Identify and establish partnerships and build relationships with relevant agencies and industries early in the process to educate them on the law and to discover mutually beneficial resources.
- Prioritize spending incentives and grant funds such that they provide local jobs and training opportunities.

Engagement Status and Next Steps in Blueprint 2.0 Revision

The Consultation Group's discussion of the People's Blueprint over 12 months began a robust and innovative engagement process to develop Blueprint 2.0. OCAP's strong community focus, coupled with CARB's commitment to racial equity, means that we have and will continue to reach out to and meaningfully engage with communities across the State disproportionately impacted by poor air quality. Engagement and outreach efforts to inform the Blueprint 2.0 revision have been ongoing since the Summer of 2022 and will continue until September 2023.

AB 617 contains substantive and meaningful requirements for both CARB¹ and air districts, and as such, air districts are co-implementers and partners. Our goal is that Blueprint 2.0 reflects the experiences and lessons learned by community leaders and air districts in implementing AB 617 to date while capturing new ideas for bringing additional benefits to communities. This outreach and engagement will help CARB better understand concerns, suggestions, and feedback from air districts and stakeholders to improve the implementation and effectiveness of the Program.

The Program Blueprint revision is informed by a thorough deliberation by the entire Consultation Group of the People's Blueprint. Because the Program Blueprint must also include new models as part of reimagining the Program, CARB uses an iterative engagement approach to guide the development of Blueprint 2.0. The process began by developing the People's Blueprint and discussing the contents with the Consultation Group. The next phase included CARB's release of draft documents for stakeholders and public comment that will be further developed as CARB considers feedback and iterates on the guidance. The public and other stakeholders will have opportunities to provide comments, ask questions, and engage CARB staff about the process and the draft Blueprint 2.0 through email and meetings with CARB staff.

CARB staff released a draft engagement plan and timeline for public comment. The timeline is summarized below and will be revised based on the comments received.

- May 2022 – CARB released an outline of topics for Blueprint 2.0 in its staff presentation at the May 2022 Board Meeting for Board and public comment.

¹ CARB also has obligations for statewide implementation and oversight

- November 2022 – CARB released an expanded outline of BP 2.0 and a draft engagement plan for public comment.
- May – June 2023 – CARB expects to release a draft Blueprint 2.0 in narrative form for public comment, host public workshops, focused outreach, and engage with California tribal governments through tribal listening sessions throughout the process to hear feedback.
- Summer 2023 – CARB expects to release a draft final proposed Blueprint 2.0 for public comment.
- September 2023 – CARB will release a final proposed Program Blueprint for public comment and submission to the Board for consideration at the September 28, 2023, Board Meeting.

Attachment B

Community Air Protection Program Annual Update

AB 617 requires that air districts prepare an annual implementation report for each community emissions reduction program (CERP). The Program Blueprint describes the required content, public noticing, and timing of these annual reports. The California Air Resources Board (CARB) has requested that reports be provided to CARB every October. By February 2022, all air districts had submitted the third round of annual reports.

Air districts submitted annual reports for the 11 communities that have completed at least one year of CERP implementation: seven communities selected in 2018 and four communities selected in 2019. Two communities selected in 2020 (South Los Angeles and Arvin/Lamont) had CERPs approved in 2022. The third community selected in 2020 (Richmond/North Richmond/San Pablo) plans to seek CERP approval from CARB's Board in 2024. The links to the 11 annual reports submitted by the air districts for the following communities are found in Attachment C:

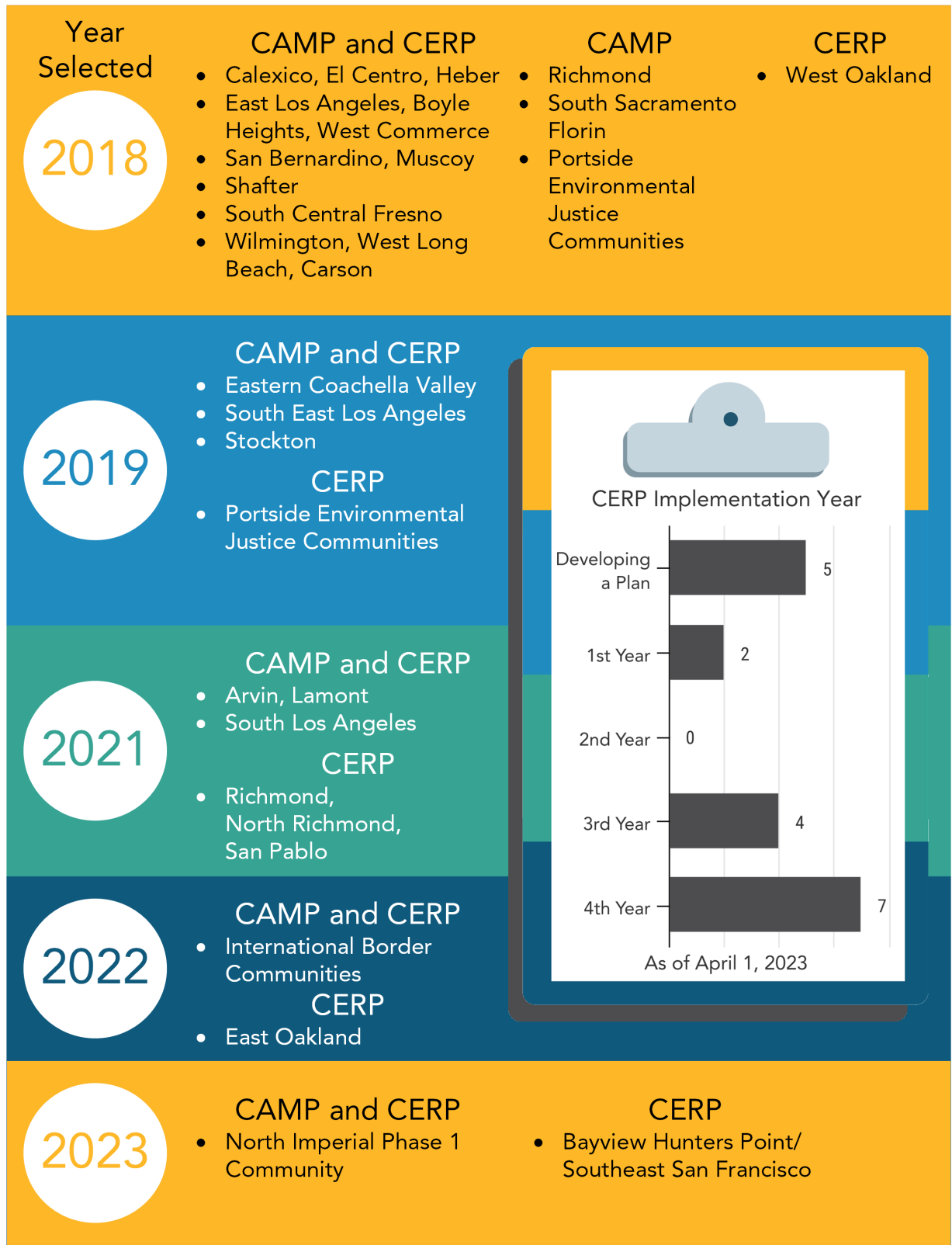
- East Los Angeles/Boyle Heights/West Commerce,
- Eastern Coachella Valley,
- El Centro/Heber/Calexico,
- Portside Environmental Justice Neighborhoods,
- San Bernardino/Muscoy,
- Shafter,
- South Central Fresno,
- Southeast Los Angeles,
- Stockton,
- West Oakland, and
- Wilmington/Carson/West Long Beach.

Program Implementation

Implementation in Selected Communities

The Board selected communities in September 2018 and December 2019 to develop community air monitoring plans (CAMP) and or CERPs. Communities nominated in late 2020 were selected by the Board on February 10, 2021, resulting in a gap in community selection. However, communities have been selected by the Board for the Program annually since 2018. To date, 19 communities have been selected by the Board to participate in the Program: one community was selected for a CAMP only; three were selected for a CERP only; and fifteen communities were selected for both a CAMP and a CERP with some communities such as Richmond and Portside EJ Neighborhoods starting with a CAMP and later transitions to a CAMP and CERP. Each community is either developing or implementing its plans.

Figure 1: AB 617 Communities' Status as of May 2023

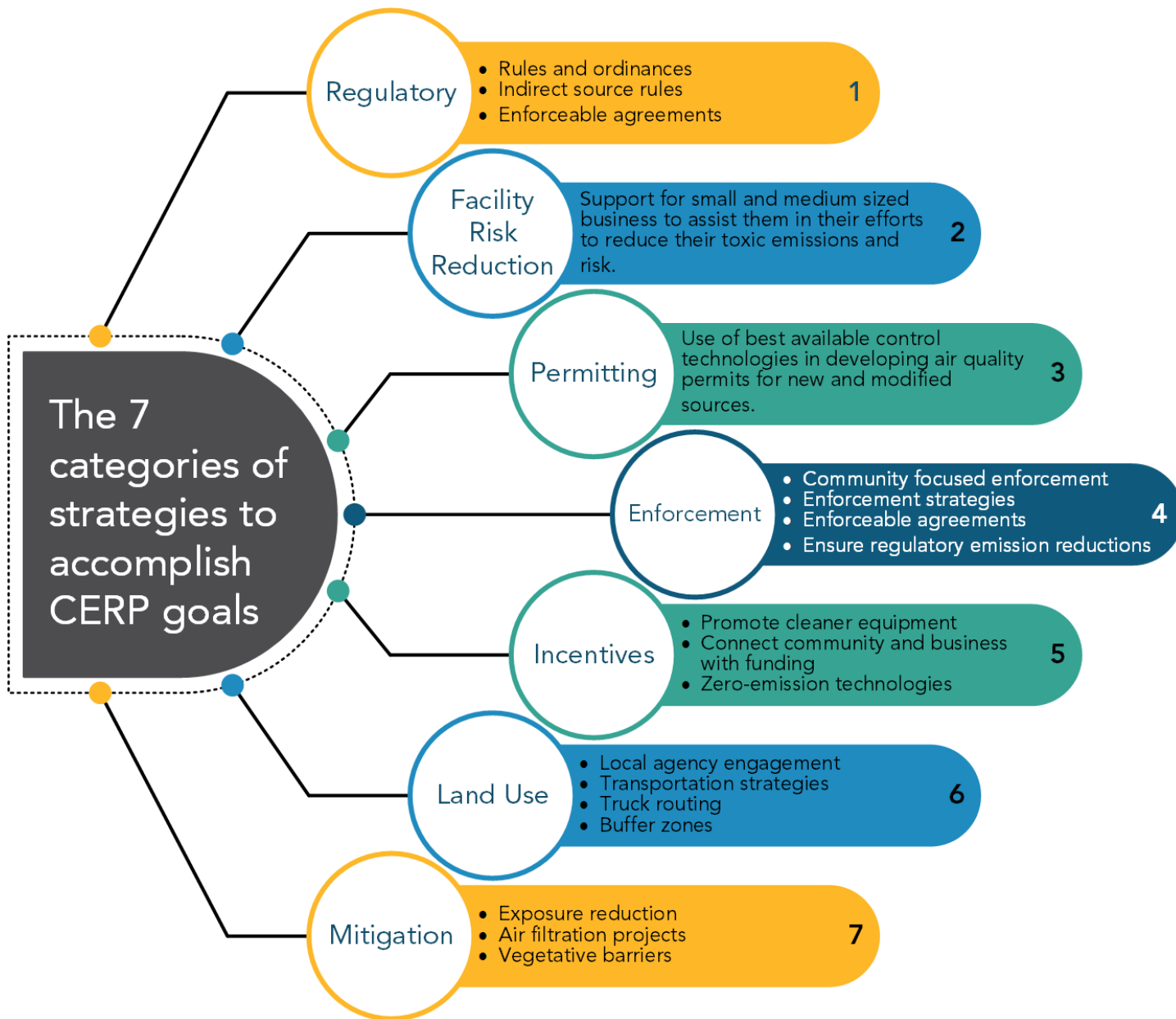


Community Emissions Reduction Program Implementation Statewide

Types of Strategies Employed in CERPs

Each selected community's CERP includes a unique set of strategies to reduce local emissions and reduce emissions exposures to residents. Community strategies can be generally categorized into seven categories (Figure 2).

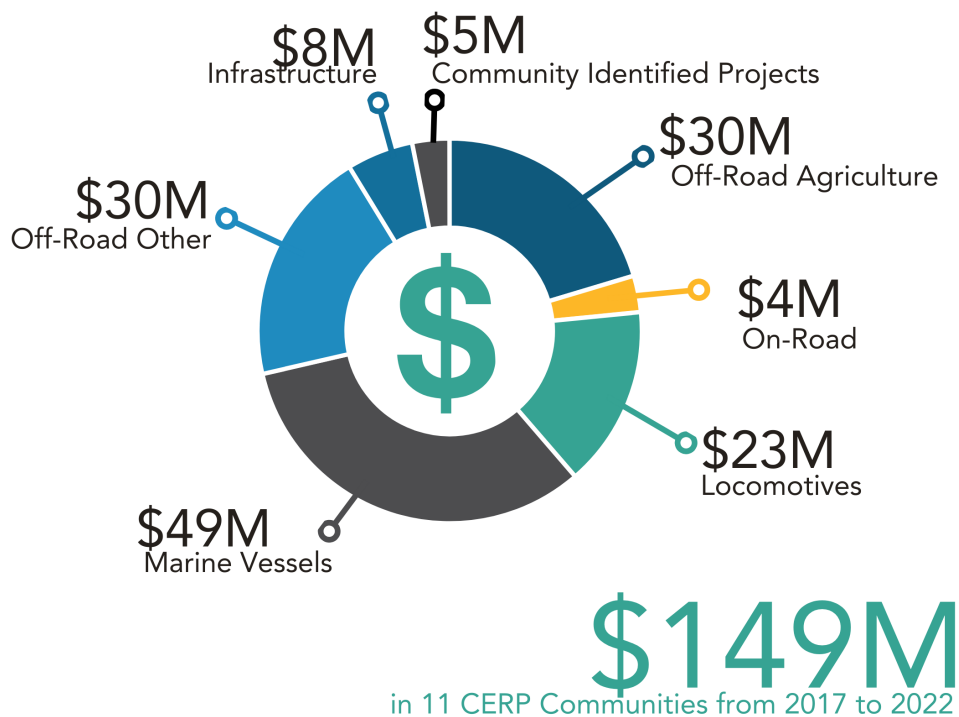
Figure 2: Categories of Community Strategies



Use of Incentives By Project Category

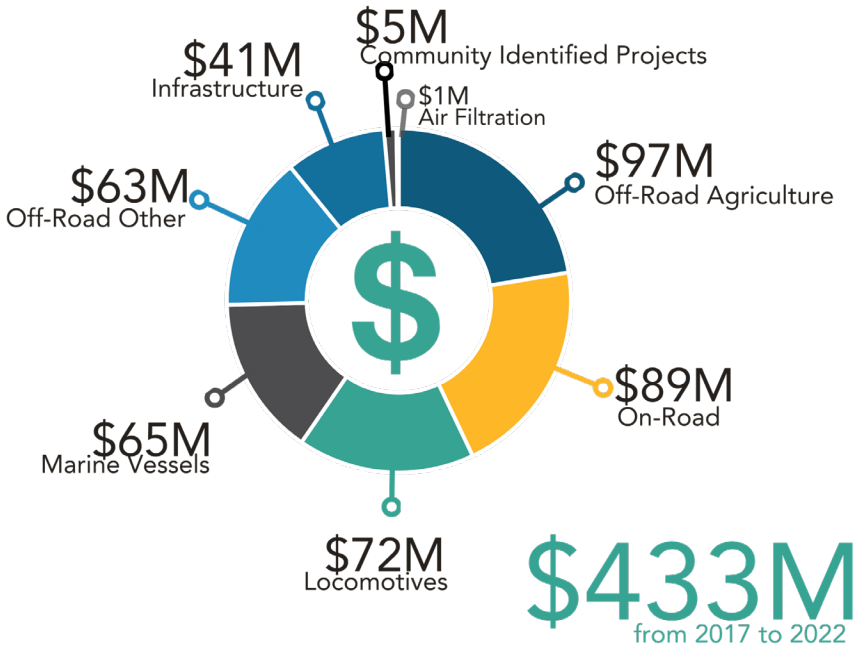
Communities use incentives to reduce emissions and improve air quality and health. Project examples include diesel truck replacement programs, installation of vegetative barriers, and school air filtration projects. Figure 3 illustrates how incentives have been spent since the beginning of the Program by project category in the eleven communities. The most significant percentage is spent on Off-Road projects, such as cargo handling equipment replacement (e.g., forklifts, terminal tractors, cranes, yard trucks), agricultural equipment replacement (e.g., tractors, sprayers), and construction equipment replacement (e.g., excavators, loaders, backhoes).

Figure 3 Expended CAP Incentives in 11 AB617 Communities as of November 2022



While Figure 3 provides CAP incentives expended across 11 communities that have completed at least one year of CERP implementation, a total of \$433 million in CAP incentives (Figure 4) has been expended by air districts across disadvantaged and low-income communities throughout the State. The [Community Air Protection Incentives Project Dashboard](#), which is based on semi-annual updates reported to [California Climate Investments](#), provides details of CAP incentives projects funded across the state.

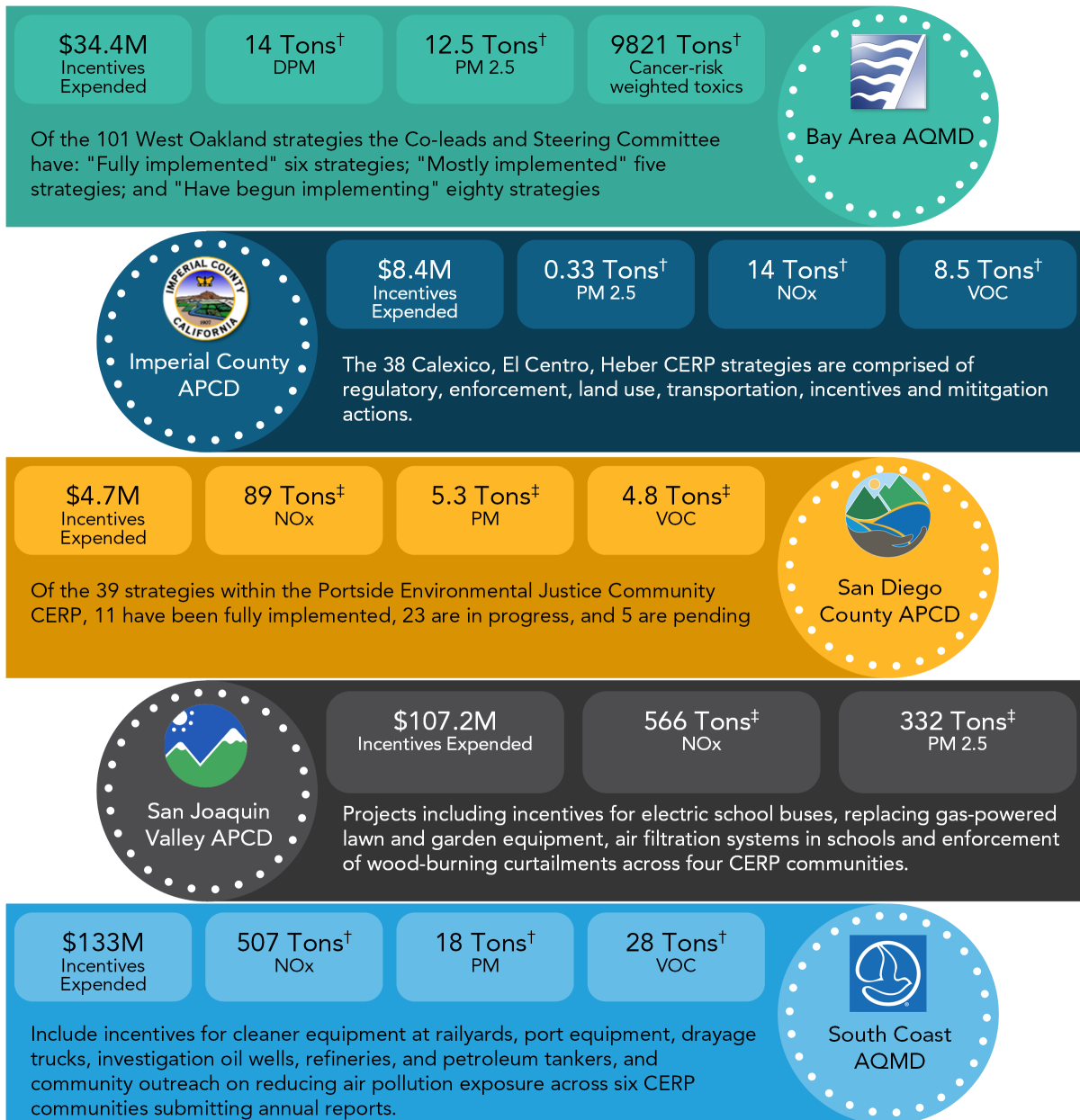
Figure 4: Expended CAP Incentives Statewide as of November 2022



Potential Estimated Emissions Reductions

AB 617 CERP strategies include actions focused on incentives, rules/regulations, enforcement, land use, and exposure mitigation strategies. Progress to reduce emissions is summarized in Figure 5 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 linked in Attachment C. It should be noted that the emissions reduction estimates reported across air districts are not directly comparable as they are reported on a different timescale across air districts, with some annual reports providing estimated *annual reductions* while some air districts prefer to report *lifetime reductions*. CARB is working with air districts to align reporting methods.

Figure 5: Annual reporting progress by air district; represents eleven communities submitting annual reports.



† - Emissions benefits reported in tons per year
 ‡ - Emissions benefits reported in total tons

Community Air Monitoring

Under AB 617, air districts work directly with community steering committees (CSC) to develop a unique CAMP to outline monitoring objectives, methods, and actions that the monitoring data is intended to support. The air districts and CSCs evaluate available monitoring options and consider important factors such as cost, applicability, reliability, and data quality. Common monitoring objectives include characterizing local emission sources, determining areas in the community with the highest pollutant concentrations, informing and

tracking CERP progress (in communities with CERPs), and providing real-time air quality information to the community in ways that are useful and easy to understand.

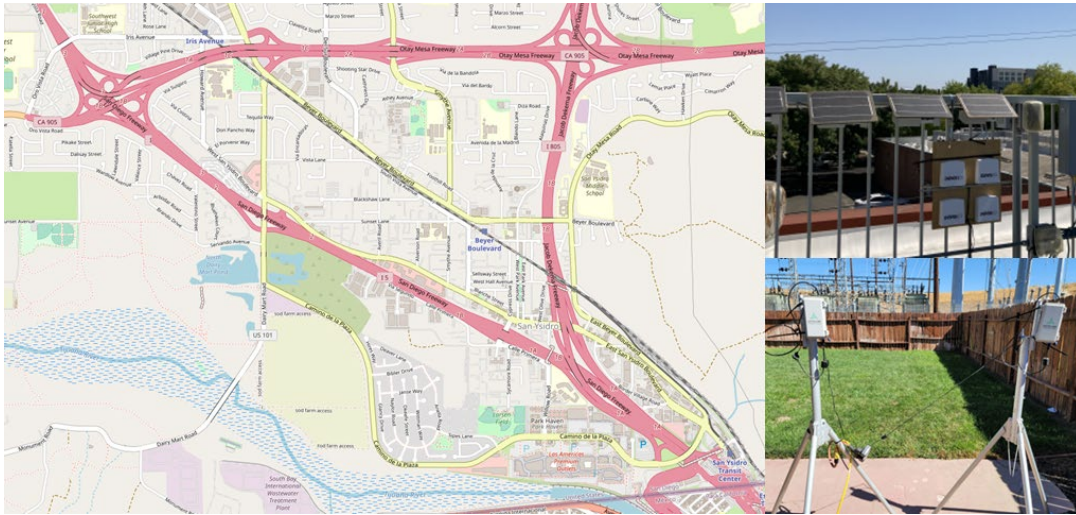
The level of action each community took in 2022 varied significantly based on community-specific concerns and the selection year. Communities selected in 2018 and 2019 continued CAMP implementation, with each air district deploying new monitoring capabilities. Monitoring is underway for all 2020 selected communities, and Districts are working on completing each community's stated CAMP objectives. Communities selected in 2021 continued to develop CAMP documentation, monitoring priorities and objectives, and began monitoring implementation. A sample of AB 617 CAMP-associated actions taken by air districts during 2022 is shown below. More detailed information on each category can be found on the district AB 617 web pages.

- Continued and expanded air sensor network monitoring.
 - Bay Area Air Quality Management District (BAAQMD), Imperial County Air Pollution Control District (ICAPCD), South Coast Air Quality Management District (SCAQMD), Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Responding to episodic emissions events (e.g., odor complaints and fugitive emissions) through district-led monitoring.
 - SCAQMD, San Diego Air Pollution Control District (SDAPCD), San Joaquin Valley Air Pollution Control District (SJVAPCD)
- Increased number of air toxic monitoring equipment and sites (e.g., pesticides, BTEX, VOCs).
 - SMAQMD, SJVAPCD, SCAQMD
- Continued and expanded new mobile monitoring [District-led and private contractors (e.g., Aclima and Aerodyne)].
 - BAAQMD, SCAQMD, SDAPCD, SJVAPCD
- Increased Federal Equivalent Methods (FEM) (criteria pollutants such as ozone and PM_{2.5}) and non-FEM (e.g., BC, NH₃, H₂S) stationary monitoring.
 - ICAPCD, SCAQMD, SDAPCD, SJVAPCD, SMAQMD
- Establishing new data communication (e.g., new data display websites, increased data discussion at meetings, etc.) with a focus on interactive data platforms.
 - SMAQMD, SCAQMD, SJVAPCD

Outside of the implementation of CAMPs, CARB also received funding under the United States Environmental Protection Agency (US EPA) Clean Air Act Section 105 grant funds for a monitoring pilot project in the San Ysidro area, which is part of the International Border Community (an AB 617 community selected in 2022). The project will conduct one year of monitoring fine particles, black carbon, and nitrogen dioxide at multiple fixed locations in the San Ysidro community (Figure 6). The project aims to assist the community and SDAPCD in understanding the air quality levels and pollution burdens within the community. The information collected from this pilot project is expected to provide supporting information to develop the CAMP for the International Border Community. In 2022, CARB staff procured the appropriate monitoring equipment and contacted the air district, local researchers, and a community-based organization to collaborate on this project. In July and October 2022, staff

engaged community members to collect their suggestions and comments on potential monitoring site locations during the CSC meetings. In November 2022, CARB staff conducted five days of mobile monitoring in the community to identify pollution hot spots and suggest potential locations for fixed monitoring. CARB is analyzing the mobile monitoring data, and the fixed monitoring will start in early Spring 2023.

Figure 6: Map of the San Ysidro Area and Monitoring Equipment for the Pilot Project



Year 5 (2023) Community Selection

On February 23, 2023, CARB Board approved the selection of the Bayview Hunters Point/Southeast San Francisco Community in the Bay Area Air Quality Management District (recommended for CERP development) and the North Imperial Phase 1 Community in the Imperial County APCD (recommended for both a CAMP and CERP) as fifth-year communities. More information on the fifth annual community recommendations can be found in [CARB's staff report](#).

Community Highlights from Air District Annual Reports

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. These projects cover a wide range of topics, including land use strategies, pesticide strategies, incentives strategies, rulemaking strategies, enforcement strategies, and exposure mitigation strategies. Below we highlight a few examples across various strategy types from 2022 implementation.

Local Planning

Multiple CSCs have engaged with local planning efforts, including updates to their City's General Plan. Both West Oakland and El Centro-Heber-Calexico are engaging closely with their respective city governments on the development of environmental justice (EJ) elements of their General Plans (now required under SB 1000 (Leyva, Chapter 587, Statutes of 2016)). The City of El Centro recently adopted the EJ element of its General Plan. Earlier in the planning process, the Imperial County Air Pollution Control District (ICAPCD) held meetings

in September 2020 with the Imperial County Planning & Development Services. In these meetings, they determined the agency's schedule for updating Land Use Policies in the Corridor to ensure coordination with local jurisdictions consistent with the El Centro-Heber-Calexico CERP land use strategy.

In South Central Fresno, the City of Fresno is implementing the Heavy-Duty Truck Rerouting Study outlined in the community's CERP. The study will be conducted in partnership with the SJVAPCD, UC Merced health researchers, and other study partners to assess truck routes and associated health impacts in the community.

Rule Development

SCAQMD has initiated rule development for multiple rules identified in their communities' CERPs. As identified in the Southeast Los Angeles, South Los Angeles, and East Los Angeles/Boyle Heights/West Commerce CERPs, SCAQMD has initiated rule development for Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities (facilities where locomotives and truck transportation modes are used for conveying goods) and for Proposed Rule 1460 – Control of Particulate Emissions from Metal Recycling and Shredding Operations. As identified in the Wilmington/Carson/West Long Beach CERP, SCAQMD adopted Rule 1109.1 in November of 2021 to reduce emissions of NO_x while not increasing carbon monoxide (CO) emissions from units at petroleum refineries and facilities with related operations to petroleum refineries.

Enforcement

Based on Wilmington/Carson/West Long Beach community priorities, SCAQMD conducted 51 inspections at oil well facilities identified by monitoring as having elevated emissions, which resulted in 21 Notices of Violation. In El Centro-Heber-Calexico, ICAPCD hosted various cross-agency trainings of Air District rules to improve violation response time and to hold annual training for the community and specific industries to improve compliance.

In West Oakland, the City has adopted new truck parking regulations supported by Sustainable Transportation Equity Project grants to fund community training, equipment, and enforcement activities. As of October 2022, BAAQMD had performed 184 inspections in the West Oakland Community and participated in the joint vehicle and stationary source inspections with CARB enforcement staff.

Besides the implementation of several dedicated enhanced enforcement measures adopted in the San Joaquin Valley CERPs, additional measures by the air district include expanded inspections at stationary sources facilities with emissions violations, dedicating nearly 1,000 hours to residential woodburning enforcement, including nights and weekends; regularly performing enforcement efforts for idling diesel vehicles, sources of fugitive dust, and open burning; and continuing to promptly respond and investigate public air pollution complaints in the community.

Pesticides

At the end of 2021, the Shafter community prioritized a voluntary local pesticide notification program for inclusion in the CERP, and the Department of Pesticides Regulation (DPR)

committed to exploring the feasibility of the measure. While the measure has not been implemented in Shafter, the commitment resulted in a DPR-led statewide process to engage community members in developing a regulatory pesticide application notification system to benefit all communities, which was funded through a \$10M allocation in the 2022-23 state budget. In Eastern Coachella Valley, a multi-agency collaboration between the SCAQMD, CARB, DPR, the Office of Environmental Health Hazard Assessment (OEHHA), and the Riverside County Agricultural Commissioner was formed to identify the top three pesticides of concern in the community and develop and implement a pesticides air monitoring plan. The Arvin/Lamont CERP contains a significant pesticide partnership measure with commitments from DPR, OEHHA, and CARB to identify and monitor pesticides of concern in the community, then evaluate potential community health risks/impacts. The Arvin/Lamont pesticide sub-committee, which meets bimonthly, recently invited a CSC member from Eastern Coachella Valley to share their perspective and how lessons learned in monitoring pesticides in the Eastern Coachella Valley can be applied in Arvin/Lamont. The Arvin/Lamont pesticide measure includes outreach and community engagement for ongoing DPR efforts on sustainable pest management.

Community-Identified Incentives Projects

Several innovative incentive projects were initiated in 2022 and funded by Community Air Protection Program Incentives. SJVAPCD has numerous Community Identified Projects totaling over \$3 million, including wood stove replacements, EV charging infrastructure, dust harvesters, lawn and garden, and alternatives to agricultural burning. With support from Portside Environmental Justice Neighborhoods' CSC, SDAPCD proposed, and CARB approved, an electric truck pilot project for Portside to incentivize e-truck purchases without requiring scrapping old trucks as a Community Air Protection Incentives – Community Identified Project. On behalf of their AB 617 communities, SCAQMD has submitted a [Draft AB 617 Truck Incentives Workplan](#) to CARB for review that will provide opportunities for fleet owners to assess the suitability of zero-emission or near-zero emission medium- or heavy-duty trucks and supporting infrastructure by allowing them to test drive the cleaner trucks for some time.

Beyond these examples, community progress details can be found in the links to the air district annual reports in Attachment C.

Update on CARB Board Direction

In some communities, CARB and air district staff received additional direction from the CARB Board as described in the Board resolutions when the CARB Board approved each CERP. This direction emphasized or expanded existing CERP measures or outlined additional implementation actions. The content below summarizes a few key examples of the Board's direction in Resolutions and summarizes updates on implementation.

Shafter

The CARB Board directed CARB and air district staff to work with DPR to perform a pilot study on mitigating 1,3-Dichloropropene (telone) exposure. The pilot study is completed,

and the *results* will support mitigation strategies in addressing cancer risk from 1,3-D in developing a *1,3-D mitigation regulation* (*resolution link*, page 6).

South Central Fresno

In addition to prioritizing the truck rerouting study being implemented, CARB's Board also directed SJVAPCD to pursue a mechanism to strengthen land use collaboration with the City of Fresno. Although some progress has been made and work continues, the City of Fresno, the SJVAPCD, and the CSC have not agreed on an acceptable mechanism to formalize the collaboration. This difficulty highlights how challenging it is to address land use concerns through the Program (*resolution link*, page 5).

East Los Angeles, Boyle Heights, West Commerce; Wilmington, Carson, West Long Beach

The CARB Board highlighted the need to continue to work on reducing impacts from railyards, with consideration of any additional mechanisms that may be needed to ensure anticipated exposure reductions are achieved. SCAQMD is working on Proposed Rule 2306 – Indirect Source Rule for New Intermodal Facilities, to help reduce emissions from intermodal railyard emission sources. In 2022, CARB Enforcement completed a railyard audit that inspected 633 pieces of equipment and issued 38 citations² (*resolution link*, page 5).

San Bernardino, Muscoy

The CARB Board encouraged SCAQMD and CARB staff to work on reducing impacts from warehouse facilities and railyards, with consideration of any additional mechanisms that may be needed to ensure anticipated exposure reductions are achieved. To address impacts from warehouses, South Coast adopted Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and investments to Reduce Emissions Program in May 2021 (*resolution link*, page 5).

Southeast Los Angeles

The Southeast Los Angeles CERP includes enforcement actions for idling sweeps and outreach activities to address non-critical idling. The CARB Board directed CARB, SCAQMD staff, and CSC members to continue exploring a more holistic approach to addressing the community's idling concerns. CARB and SCAQMD continue joint quarterly truck idling sweeps, totaling 1,199 inspections and 31 notices of violations in 2022. CARB Enforcement is researching the best areas to place "No Idling" signs (*resolution link*, page 5).

Stockton

CARB staff was directed to review proposed projects subject to CEQA that could contribute significantly to cumulative impacts on air quality in the Stockton community, including at the Port. The Office of Community Air Protection has been working with CARB's Transportation and Toxics Division and Sustainable Transportation and Communities Division to monitor

² CARB - California Air Resources Board Enforcement Division's Southeast Los Angeles Railyard Audit Fall 2021 – Spring 2022 : https://ww2.arb.ca.gov/sites/default/files/2022-12/SELA_RailyardAudit_2021_2022_English.pdf

projects that could impact the Stockton community. With the help of CSC members, CARB also led the organization of a series of "CEQA 101" workshops for the greater Stockton Community in December 2022. CARB staff continue active participation in the Port Outreach Committee and continue working with the Port to identify and implement innovative and cost-effective emissions reduction strategies ([resolution link](#), page 6).

Portside Environmental Justice Neighborhoods

The Board directed CARB staff to proactively offer expertise and accessible technical information to support and oversee implementation, with such information being tailored to specific needs and offered timely and regularly. CARB's Air Quality Planning and Science Division has provided cancer risk modeling for the Portside community. AQPSD is working on an FAQ for the CSC to ensure they can understand and interpret the modeling results to help prioritize CERP actions ([resolution link](#), page 5).

Statewide Emissions Reduction Measures

Community-scale air pollution exposure is caused by many factors, including cumulative impacts from multiple pollution sources. Effective solutions require multiple strategies at both the statewide and local levels. New local emissions and exposure reduction measures need to be combined with existing successful regional/statewide strategies to improve community air quality.

Along with a suite of incentive programs³ 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.

Table 1 below (and available on [CARB's website](#)) illustrates CARB's statewide role in the Program, describing the foundational actions and status of CARB's steps to reduce community-level emissions statewide. As the Program has developed, CARB has undertaken several additional regulatory actions to reduce emissions in disadvantaged communities statewide (Table 2). A status of "initiated" refers to strategies or measures where development is underway (from initial concepts to regulation text). A status of "adopted" refers to strategies or measures already approved by the CARB Board.

³ 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: Statewide measures to reduce emissions that are included in the Blueprint.

Statewide Measures from Blueprint – Appendix F	Status
<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>In-Use Locomotive Regulation</i>	Adopted

Table 2: Additional statewide measures to reduce emissions.

Additional Statewide Measures	Status
<i>Advanced Clean Cars 2</i>	Adopted
<i>Advanced Clean Trucks</i>	Adopted
<i>Advanced Clean Fleets</i>	Adopted
<i>Ocean-Going Vessels At Berth Regulation</i>	Adopted
<i>Heavy-Duty "Omnibus" Low NOx Rulemaking</i>	Adopted
<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

Expedited BARCT

In 2022, 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. Statute requires expedited BARCT requirements to be implemented by December 31, 2023. 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 challenging to understand. In September 2021, to help provide more public transparency, CARB and the 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 to these questions help deconstruct complex programs related to stationary sources, including Expedited BARCT. This year, we continued to publish answers to the nearly 200 questions received and prioritized developing responses to questions related to Expedited BARCT based on feedback received from community advocates. The responses to the remaining questions are expected to be published by the end of 2023. This resource will contain responses to the nearly 200 questions received. Statewide Data Transparency Tools and Partnerships

AB 617 requires the development of three database systems: 1) the [Technology Clearinghouse](#), 2) a database system to support the uniform reporting of emissions (i.e., [CARB's Criteria Pollutant and Toxics Reporting](#)), and 3) an air quality data portal, [AQview](#), to display air quality data from air district monitoring systems deployed for 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 and an interactive incentives project dashboard.

Technology Clearinghouse for Control Technologies

AB 617 requires CARB to establish and maintain a statewide [Technology Clearinghouse](#) that identifies the best technologies for reducing emissions, including best available control technology (BACT), best available retrofit control technology (BARCT), and related

technologies for the control of toxic air contaminants (T-BACT). Today, a prototype version of the Technology Clearinghouse database is available online, but the final version of the system is expected to be available in the Summer of 2024. The new Technology Clearinghouse will bring together information on rules, regulations, technologies, or practices that could offer emissions or exposure reduction opportunities within impacted communities.

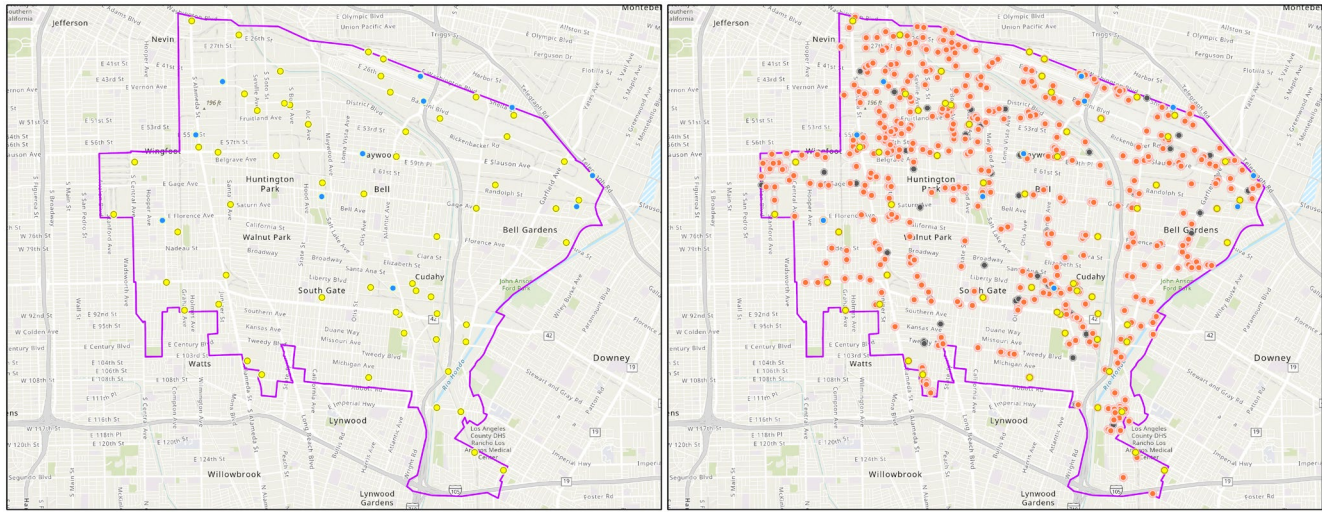
An important goal of the Technology Clearinghouse is to identify technology options that are cleaner than currently required by law, referred to as "next-generation technology." To provide public information on next-generation technologies, CARB must work with technology manufacturers, air districts, and industry to better understand technical feasibility, deployments, and costs. This year, a [new webpage](#) was created to allow the public to provide feedback on the types of air pollution sources that should be prioritized for review. Currently, there are three public [next-generation technology tools](#) online, and new tools are scheduled to be released later this year.

Criteria and Toxics Reporting Improves Quality and Quantity of Emissions Data

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. As an example, Figure 7a on the following page shows the facilities within the Southeast Los Angeles (SELA) Community that are presently providing annual emissions data, and Figure 7b shows the facilities that will be added to the inventory by 2027.

Implementing CTR requirements will double the number of California facilities reporting emissions data to CARB from about 28,000 to over 60,000 over seven years. The figures below visually demonstrate CTR's value. CTR will improve the quantity and quality of the emissions data available to policymakers and the public.

Figure 7: (a) SELA Facilities Reporting 2020 Emissions Data (LEFT) and (b) SELA Facilities Reporting Annual Emissions in 2027 (RIGHT)



The blue dots on this map represent the facilities that are currently on CARB’s pollution mapping tool. The yellow dots are additional facilities for which emissions data are available on CARB’s Facility Search Tool website.

The dots on this map represent additional facilities for which emissions data will be available by 2027, when CTR is fully implemented.

Beginning in 2022 and continuing through 2028, the CTR phase-in process will substantially expand emissions reporting requirements for most permitted facilities. CTR will increase the number of sources and the number of individual contaminants to be reported to CARB until nearly every source of air pollution permitted by a California air district will be reported annually.

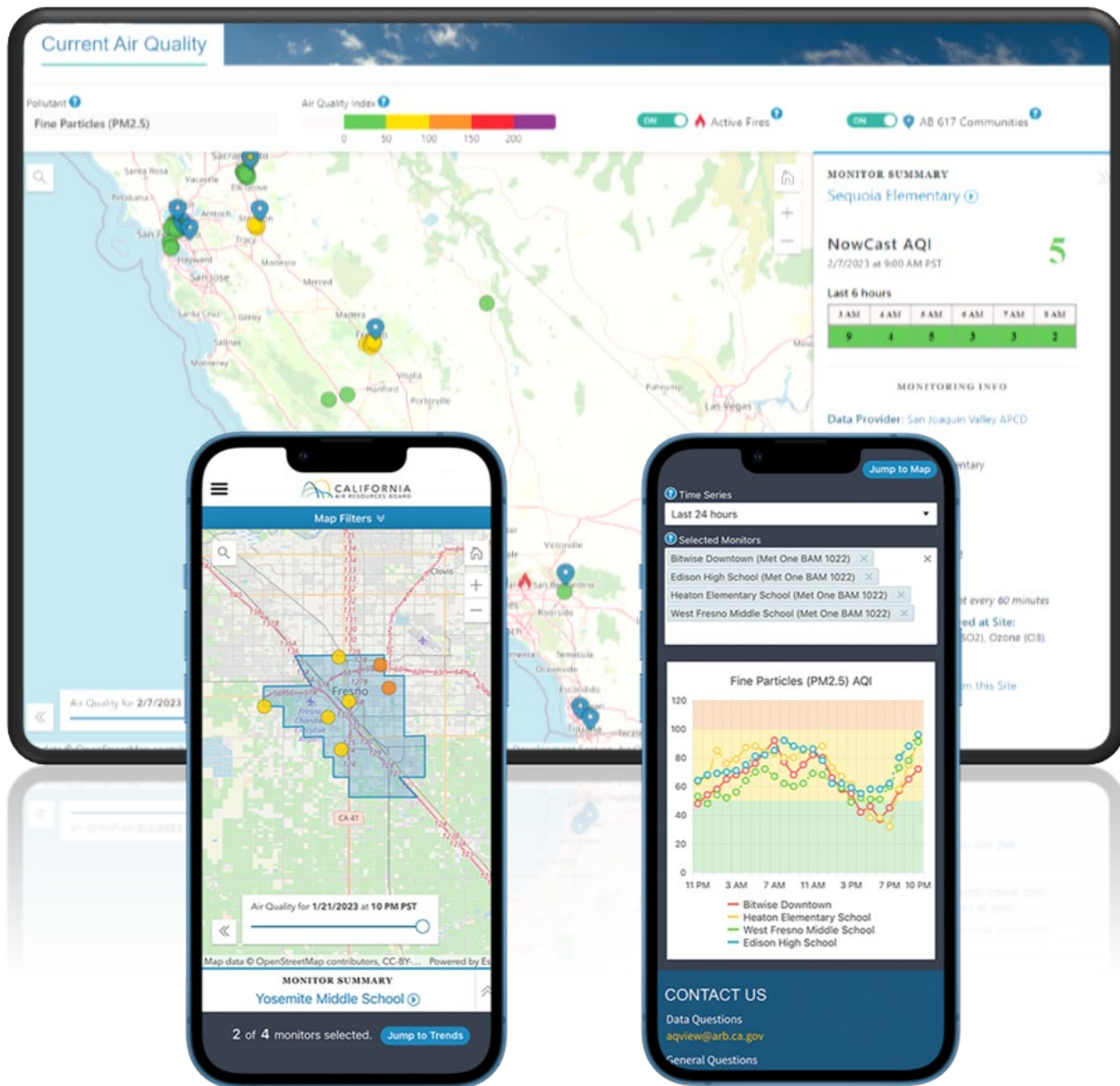
Access Community Air Monitoring Data via AQview

AB 617 requires CARB to publish air quality monitoring data provided by Air Districts implementing CAMPs on its website. Several community-led organizations participating in air monitoring efforts contribute to California's growing air monitoring network, and they also submit their monitoring data to CARB. CARB has developed a new cloud-based data management system called AQview to support various monitoring technologies, pollutants, and data providers (Figure 8). AQview is a data visualization platform that provides easy access to air quality data to community members for their community-science-driven initiatives through transparency of how data are collected and processed. AQview is designed with simple, intuitive, and mobile-friendly interfaces. AQview currently houses all AB 617 air monitoring data and provides several features for publicly accessing these data. Major features include a real-time PM2.5 map which is updated hourly, a time-series tool for analyzing recent trends at multiple sites, and a high-performance data download tool for the public to access all AB 617 monitoring data. Besides PM2.5, the other monitoring data currently available in the AQview system include those for PM10, ozone, nitrogen oxides,

sulfur dioxide, black carbon, hydrogen sulfide, volatile organic compounds, and particulate metals, depending on the sites and communities. AQview functionality and data coverage will continue to expand in the coming years with new community monitors, emerging sensor networks, Community Air Grants projects, regulatory network, as well as special studies to improve the spatial coverage and utility of the system and address the needs of community members and other stakeholders.

Additionally, CARB staff collaborates with the air districts to explore ways of analyzing the community monitoring data available in AQview, to help community members understand the air pollution levels in their communities and identify potential sources. CARB closely coordinates with air districts on data analysis results and engages with steering committee members when requested.

Figure 8: Screenshot of the AQview real-time PM2.5 map

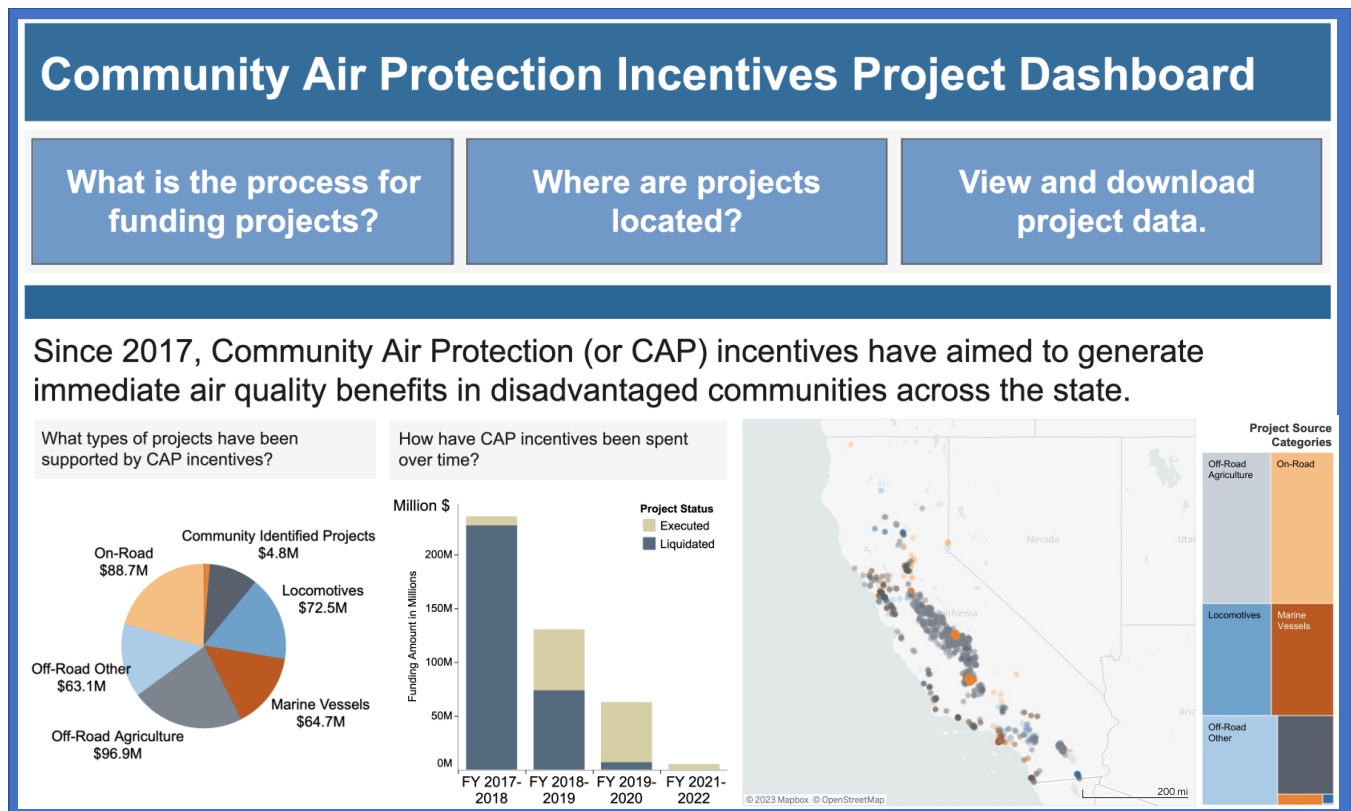


Access AB 617-related Summary Data and Visuals

The AB 617 [CommunityHub](#) is an online dashboard that provides visual summaries of crucial AB 617 efforts on community air monitoring, direct links to community-specific CAMPs and CERPs, an updated list of CERP strategies, a 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. In 2023, CARB staff plan to update the CommunityHub to enhance the ability to search and compare existing CERP strategies.

In October of 2022, CARB staff launched the [Community Air Protection Incentives Project Dashboard](#), an easily accessible portal for data and visual summaries of CAP incentives projects across the State (Figure 9). The CAP Incentives Dashboard provides detailed information on the locations and types of projects supported by CAP Incentives and will be updated twice a year with current project data. The web-based tool can be accessed using a computer, tablet, or mobile device.

Figure 9: Screenshot of Community Air Protection Incentives Project Dashboard



Access Emissions Inventory and Enforcement Data

CARB has developed map-based 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 has also developed a web-based Geographic Information System (GIS) mapping application, the *Community Emission Inventory StoryMaps*, which presents community-level emissions data for selected AB 617 communities in a simple, interactive, transparent, accessible, and engaging manner. The StoryMaps present and display emissions inventory data consistently across the State in a centralized location and provide a platform to help communities, air districts, and CARB review emission inventories to inform and collaborate on CERP development. Staff have recently released the StoryMaps for South Los Angeles, Arvin/Lamont, and the International Border Community. Staff is working with air districts to coordinate with their CSCs to publicly release the tool for a few additional communities, including Richmond-North Richmond-San Pablo. Figure 10 and Figure 11 show the landing page for the StoryMaps platform and an example of the mapping visualization for the International Border Community.

Figure 10: CARB's new GIS-based *Community Emission Inventory StoryMaps* website landing page

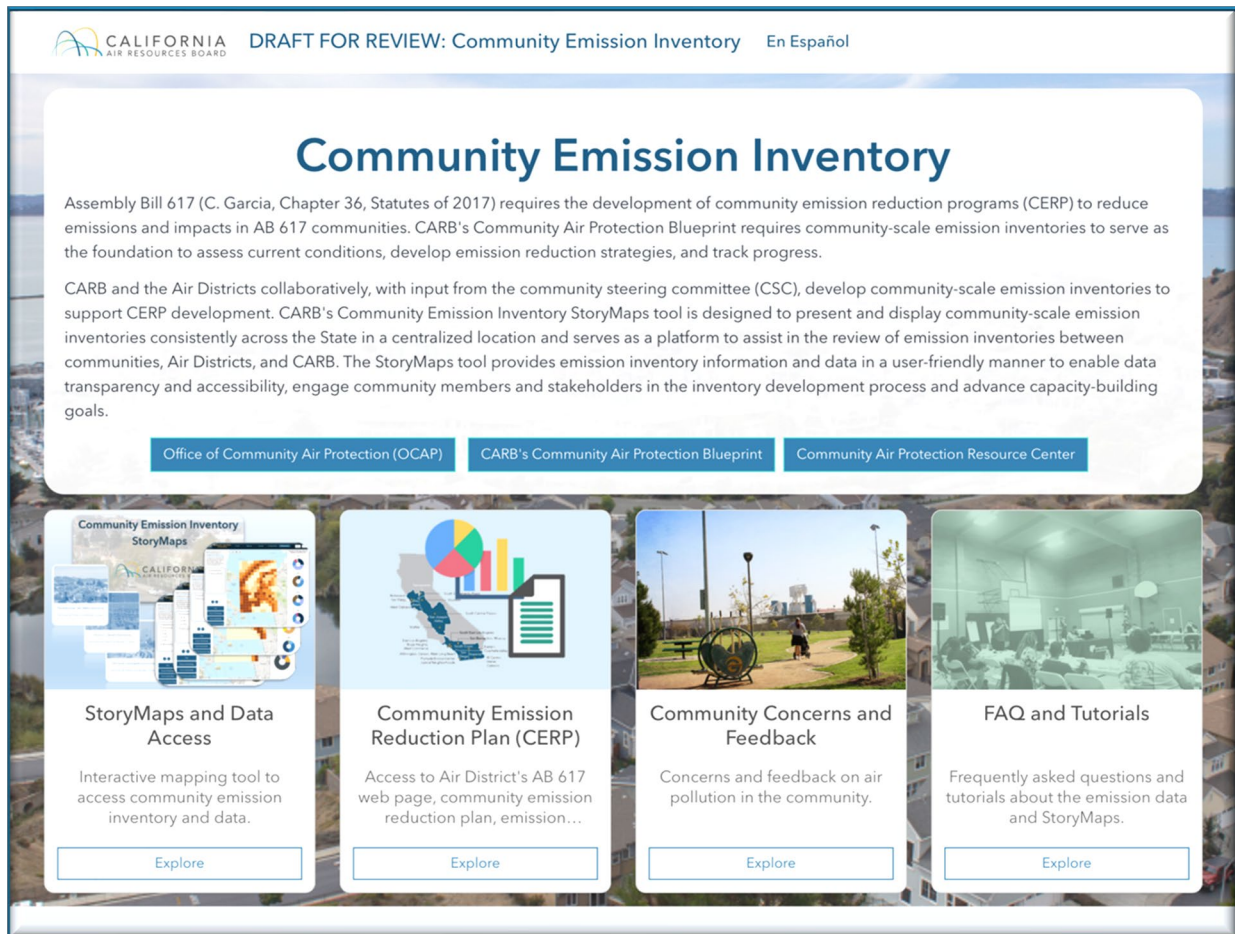
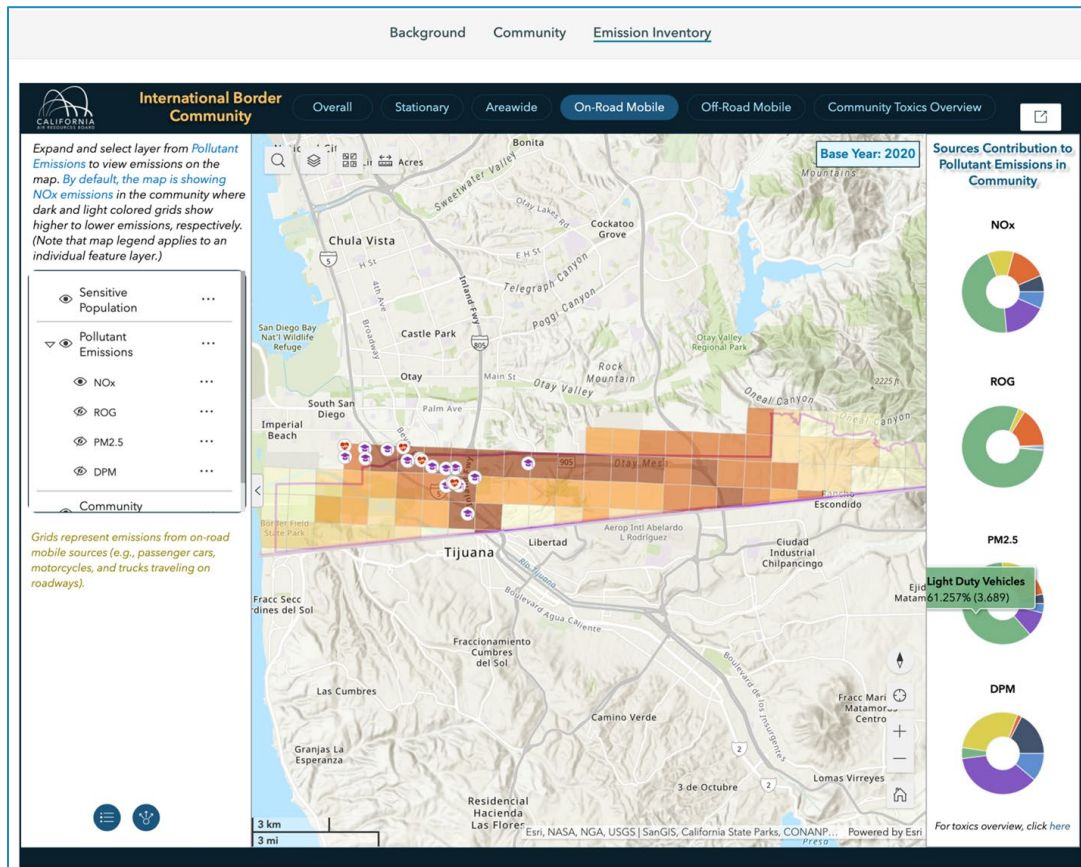


Figure 11: A display of total on-road vehicle emissions in the International Border Community within CARB's *Community Emission Inventory StoryMaps* platform



Partnerships with the Office of Environmental Health Hazard Assessment (OEHHA)

OEHHA assists CARB, air districts, and communities in a variety of ways, including evaluating and interpreting potential health effects from community air exposures and health benefits from reducing those exposures; identifying and tracking community air pollution concerns; and designing and implementing targeted biomonitoring studies in communities overburdened with air pollution. OEHHA is currently planning or conducting biomonitoring studies in multiple impacted communities, including the conclusion of a study evaluating air pollution exposure in school children in Stockton and initiating personal exposure studies at numerous locations in the Central Valley.

Attachment C

Annual Update on AB 617 Implementation

Air District-produced Annual Reports on CERP Communities

East Los Angeles/Boyle Heights/West Commerce

http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/2022-draft-annual-progress-report_final.pdf?sfvrsn=12

Eastern Coachella Valley

http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/2022-draft-annual-progress-report_final.pdf?sfvrsn=12

El Centro/Heber/Calexico

https://www.icab617community.org/_files/ugd/73a6cc_2e9ac40ad7384c18a042ed166da1a80e.pdf

Portside Environmental Justice Neighborhoods

<https://www.sdapcd.org/content/dam/sdapcd/documents/capp/cerp/2022-portside-cerp/2022%20Portside%20CERP%20Annual%20Progress%20Report%20Summary.pdf>

San Bernardino/Muscoy

http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/2022-draft-annual-progress-report_final.pdf?sfvrsn=12

Shafter

<https://community.valleyair.org/media/4544/shafter-2022-annual-report.pdf>

South Central Fresno

<https://community.valleyair.org/media/4545/south-central-fresno-2022-annual-report.pdf>

Southeast Los Angeles

http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/2022-draft-annual-progress-report_final.pdf?sfvrsn=12

Stockton

<https://community.valleyair.org/media/4546/stockton-2022-annual-report.pdf>

West Oakland

https://www.baaqmd.gov/~media/files/board-of-directors/2021/cehjc_agenda_110421_op-pdf.pdf?la=en&rev=4ec4736c6d5b4691845deec4987abc5c

Wilmington/Carson/West Long Beach

http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/final-cerp/2022-draft-annual-progress-report_final.pdf?sfvrsn=12