

Fact Sheet

May 2023

## AB 617 Community Air Protection Program Annual Update on AB 617 Implementation

Every year, California Air Resources Board (CARB) staff prepare a memorandum as part of our efforts to update the Board on the implementation of the [Assembly Bill \(AB\) 617](#) (C. Garcia, Chapter 136, Statutes of 2017) Community Air Protection Program (Program). This year, staff posted Attachments of the memorandum for public comment to solicit stakeholder input prior to developing the final version of the documents to submit to the Board. This fact sheet serves as a summary of the main elements of the final version of the memorandum that was submitted to the Board.

### Reimagining the 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 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 Annual update highlights three new approaches aimed at expanding Program implementation: (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 the use of incentives.

### Updating the Statewide Strategy (Program Blueprint 2.0)

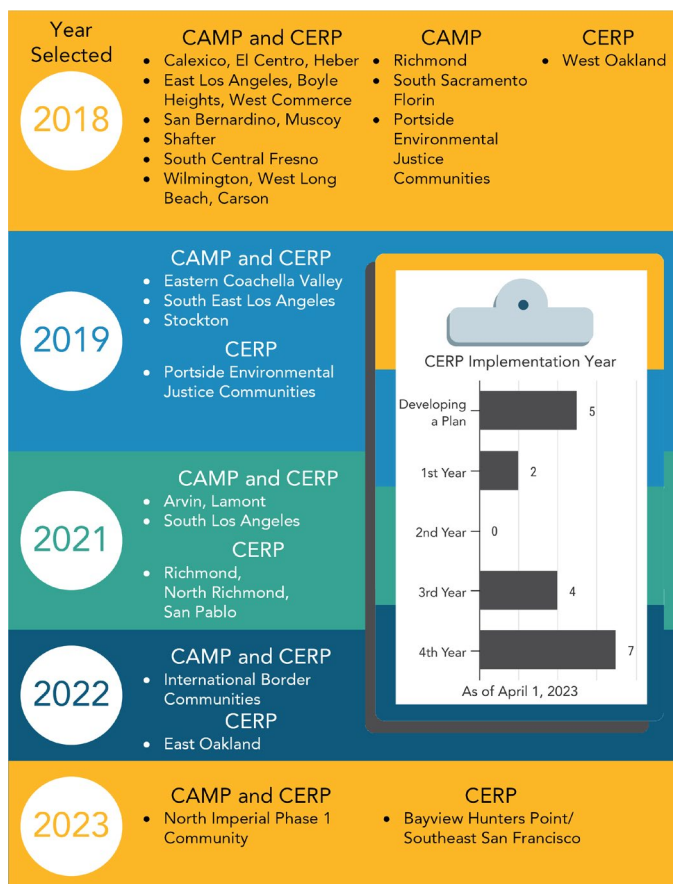
AB 617 requires CARB to update the Program Blueprint at least once every five years, and CARB staff are currently updating the Program Blueprint through a community-driven process incorporating lessons learned from implementation and community perspectives on the Program.

The process began with the development of the [People's Blueprint](#) and a discussion with the [AB 617 Consultation Group](#). The next phase included CARB's release of draft documents for stakeholder and public comment that will be further developed as CARB considers feedback and revises the draft guidance. The public and other stakeholders will have opportunities to provide comments, ask questions, and engage with CARB staff about the process and the draft Program Blueprint 2.0 through email, a public comment docket, 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.
- 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 its consideration at the September Board Meeting.

## Implementation in Selected Communities



As of May 1, 2023, of the 19 communities selected into the Program, seven are in their fourth year of Community Emissions Reduction Plan (CERP) implementation, six are either in their first, second, or third year of CERP implementation, five continue work on developing a CERP, and one is currently implementing a Community Air Monitoring Plan (CAMP) only.

Communities are implementing a variety of creative and meaningful strategies (land use, enforcement, rulemaking, incentives, pesticides, and exposure mitigation) to reduce local emissions and exposure to air pollution. Examples of these efforts are highlighted in the Attachments.

The combined estimated emission reductions in the eleven CERP communities from CARB's statewide strategies and regulatory actions during the fifth (i.e., target) year of CERP implementation is estimated to be around 1,800 tons of oxides of nitrogen (NOx), 27 tons of particulate matter (PM2.5), and 26

tons of diesel particulate matter (DPM) across the 11 CERP communities that have completed at least one year of CERP implementation.

# OCAP Fact Sheet

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AB 617 CERP strategies include actions focused on incentives, rules/regulations, enforcement, land use, and exposure mitigation strategies. Progress to reduce emissions is summarized below for each air district with AB 617 communities that are implementing CERPs. More detail can be found in the Annual Reports for each AB 617 community linked in Attachment C. Note 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.

**\$34.4M**  
Incentives  
Expended

**14 Tons<sup>†</sup>**  
DPM


**12.5 Tons<sup>†</sup>**  
PM 2.5

**9821 Tons<sup>†</sup>**  
Cancer-risk  
weighted toxics



Bay Area AQMD

Of the 101 West Oakland strategies the Co-leads and Steering Committee have: "Fully implemented" six strategies; "Mostly implemented" five strategies; and "Have begun implementing" eighty strategies



Imperial County  
APCD

**\$8.4M**  
Incentives  
Expended

**0.33 Tons<sup>†</sup>**  
PM 2.5

**14 Tons<sup>†</sup>**  
NO<sub>x</sub>

**8.5 Tons<sup>†</sup>**  
VOC


The 38 Calexico, El Centro, Heber CERP strategies are comprised of regulatory, enforcement, land use, transportation, incentives and mitigation actions.

**\$4.7M**  
Incentives  
Expended

**89 Tons<sup>†</sup>**  
NO<sub>x</sub>


**5.3 Tons<sup>†</sup>**  
PM

**4.8 Tons<sup>†</sup>**  
VOC



San Diego  
County APCD

Of the 39 strategies within the Portside Environmental Justice Community CERP, 11 have been fully implemented, 23 are in progress, and 5 are pending



San Joaquin  
Valley APCD

**\$107.2M**  
Incentives Expended

**566 Tons<sup>†</sup>**  
NO<sub>x</sub>

**332 Tons<sup>†</sup>**  
PM 2.5


Projects including incentives for electric school buses, replacing gas-powered lawn and garden equipment, air filtration systems in schools and enforcement of wood-burning curtailments across four CERP communities.

**\$133M**  
Incentives  
Expended

**507 Tons<sup>†</sup>**  
NO<sub>x</sub>

**18 Tons<sup>†</sup>**  
PM

**28 Tons<sup>†</sup>**  
VOC



South Coast  
AQMD

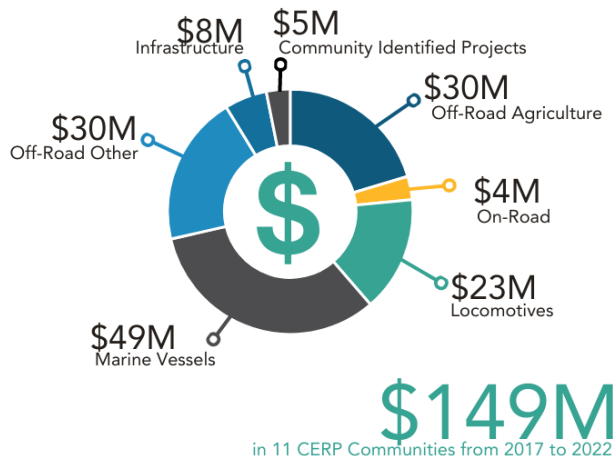
Include incentives for cleaner equipment at railyards, port equipment, drayage trucks, investigation oil wells, refineries, and petroleum tankers, and community outreach on reducing air pollution exposure across six CERP communities submitting annual reports.

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

For more information on CERP implementation and visual summaries of various other AB 617 efforts, visit the [CommunityHub](#).

## Use of Community Air Protection (CAP) Incentive Funds

Incentives are being used in communities 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.

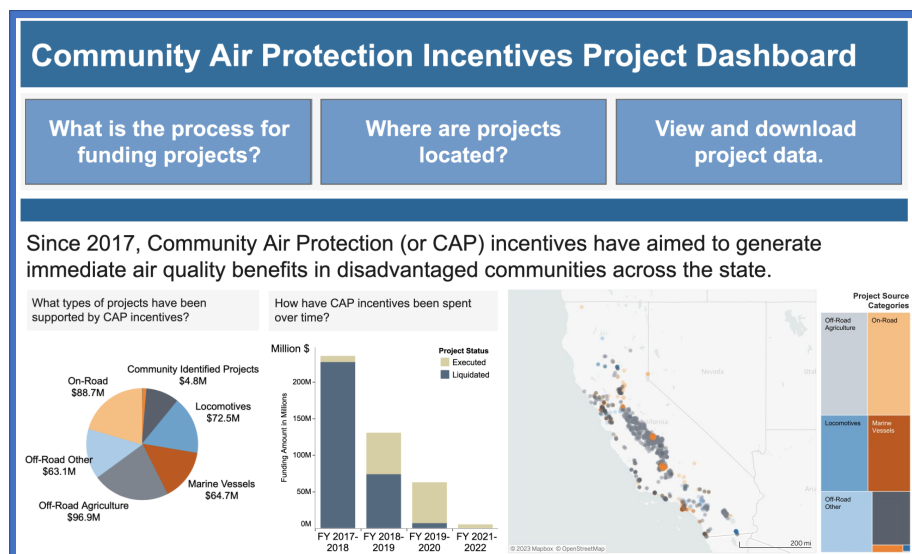


Exposure reduction remains a key priority within AB 617 communities. A total of 8 out of 18 [Community-Identified Projects](#) are exposure reduction-focused projects, such as school and residential indoor air filtration, truck re-routing studies, and urban greening and vegetative barrier projects. The pie chart illustrates how incentives have been spent since the beginning of the Program by project category, with the largest percentage 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).

To date, just over one percent of CAP incentives has been in support of Community-Identified Projects (visualized in the pie chart), meaning that a significant opportunity to tailor projects for communities has gone untapped.

## 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.

In October of 2022, CARB staff launched the [Community Air Protection Incentives Project Dashboard](#), a new and easily accessible portal for data and visual summaries of CAP incentives projects across the state (a screenshot of the tool is in the figure to the left).

### **Public Comment on Draft Attachments and Final Memorandum**

[Draft AB 617 Annual Implementation Update Memorandum Attachments](#) were posted for a 30-day public comment period on CARB's website earlier this year. During the public comment period, CARB staff sought feedback from stakeholders on the value and clarity of the Program implementation information contained in the Attachments and suggestions or requests for other forms of Program implementation tracking. CARB staff received several comments from the public and air districts that have been incorporated in this final memorandum.

### **For Questions**

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