

# PART ONE – Statewide Strategy

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# INTRODUCTION

## How To Use This Document

This document includes two parts. Part One details the Statewide Strategy called for in Assembly Bill (AB) 617 to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. The Statewide Strategy is also known as the Blueprint. This document, Blueprint 2.0 (BP 2.0) replaces the 2018 Program Blueprint. Part One defines the problem, sets forth guiding principles, and describes commitments for both the California Air Resources Board (CARB or Board) and air districts required by state statute. Read Part One to better understand the commitments CARB is making to support communities affected by high cumulative exposure burdens.

Part Two of BP 2.0 provides implementation guidance for each element of the Statewide Strategy for air districts, communities, affected industry, and other partners so that they can participate in the process to improve air quality at the community scale. Read Part Two to better understand how to tap into the Community Air Protection Program resources.

Throughout the document, we explicitly call out statutory requirements that apply to CARB and/or air districts and we share additional guidance based on lessons learned over the first five years of the Program.

Terms, phrases, and acronyms are defined or described in the Index at the end of the document and posted separately for convenience.

We welcome comments and questions about the Community Air Protection Program. Contact us at [communityair@arb.ca.gov](mailto:communityair@arb.ca.gov).

## What is the Community Air Protection Program and the Blueprint?

*Assembly Bill (AB) 617* was signed into law by Governor Edmund G. Brown Jr. in 2017. To translate AB 617 into action, CARB established the *Community Air Protection Program* (Program or CAPP). The Program is administered by CARB's Office of Community Air Protection (OCAP) and implemented by CARB and air districts. AB 617 requires CARB to develop a Statewide Strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden and to update that strategy every five years.<sup>1</sup> AB 617 requires CARB and air districts to develop and implement additional emissions reporting, monitoring,

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<sup>1</sup> Assembly Bill 617 (2017): *Bill Text - AB-617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants*.

and plans to reduce exposures and emissions in the communities that are the most impacted by air quality.

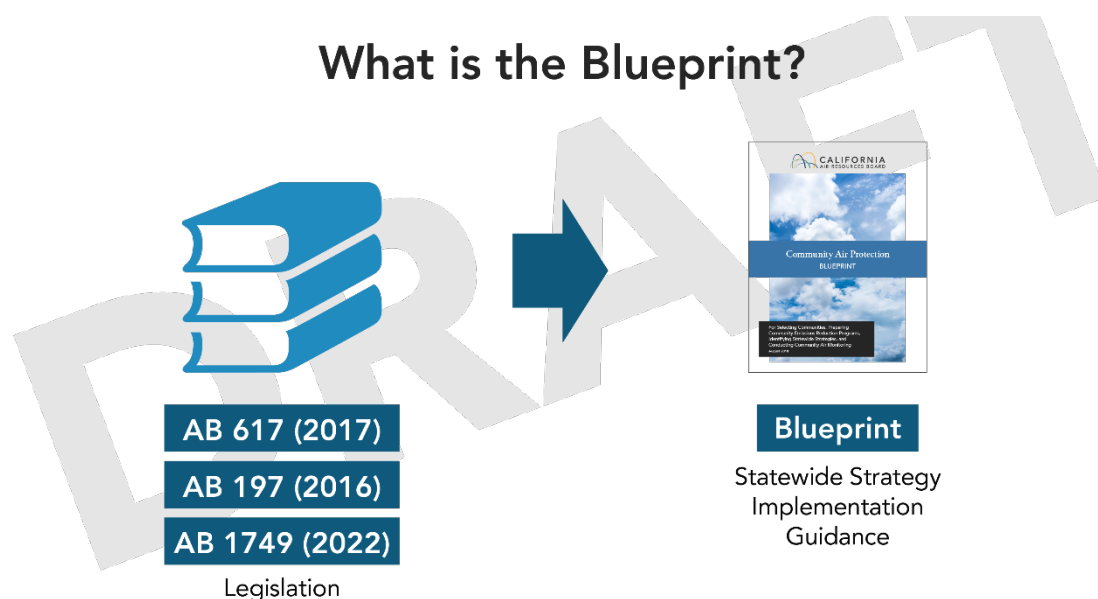
AB 617 was the first-of-its-kind statewide effort to address air quality at the local level.<sup>2</sup> The Program is centered on community-informed local emission and exposure reduction plans that are implemented by local, regional, and state agencies. The California Legislature appropriates funding to support actions through targeted incentive funding to accelerate the deployment of cleaner technologies in these communities; and implementation funding for staff, monitoring equipment, and support of community-informed decision making through stipends, and facilitation and language access services. Technical assistance funds support capacity building through grants to community-based organizations and tribes to support participation in the Program. AB 617 also includes requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State.

The Blueprint serves as CARB's Statewide Strategy, translating legislative directives into implementation guidance (Figure 1). The first Community Air Protection Blueprint was adopted by the Board in September 2018 (2018 Program Blueprint) and this document, Blueprint 2.0, replaces it. Blueprint 2.0 consists of two parts. Part One contains goals, objectives, and priority actions for CARB and air districts in implementing their program activities. Part Two consists of updated implementation guidance to help all Program partners achieve the goal of reducing harmful emissions and exposure to air pollution in communities most impacted by poor air quality. To accomplish this goal, the Program will be rooted in environmental justice. BP 2.0, which has been significantly informed by the People's Blueprint, uses an equity-centered approach to pursue just implementation of the Community Air Protection Program.

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<sup>2</sup> After the passage of AB 617 in 2017, other states have developed similar programs and initiatives to address or monitor air quality at the local level, including Washington and New York. At the time that it passed, no other states had developed systematic statewide programs specifically targeting local air pollution emissions reductions.

Figure 1: The Blueprint provides guidance on CARB interpretations of the foundational legislation.



One requirement of AB 617 is for CARB to annually consider selecting communities for the development of a Community Air Monitoring Plan (CAMP) and/or a Community Emissions Reduction Program (CERP). With 19 communities selected to date, there is much to learn and apply in ways that will benefit more communities, with a particular focus on the 65 communities that have been consistently nominated but not selected. The 19 selected communities have received a large portion of Program resources to implement community-specific air quality monitoring networks, develop emission reduction programs, improve community access to air quality and emissions information, and implement incentive measures. From the beginning, formal selection of communities was intended to result in lessons to apply more broadly. The diverse set of selected communities and funded community air grants have identified various solutions that can be modeled and expanded upon where effective in impacted communities across the state. A key lesson is that partnership and collaboration between community, government, and affected industry is the foundation if we are to meet the goal of AB 617.

Due to flat funding levels and the resource-intensive approach called for in the 2018 Blueprint, the Program must now transition to other models of engagement that preserve community empowerment but that distribute limited resources more equitably. The statutory requirement to update the Blueprint every five years provides the opportunity to consider how best to reimagine this Program in more equitable ways.

## Consultation and Engagement in the Development and Updating of the Blueprint

AB 617 calls for CARB to consult with a wide variety of groups when developing the Blueprint. This is one of the few California laws that specifically calls out environmental justice (EJ) organizations and requires a government agency to consult with them in developing government strategies. In response, CARB convened the *AB 617 Consultation Group* in January of 2018 as a forum for consultation with these groups, and ensured that EJ organizations were well represented.

In the Fall of 2020, a subgroup of the Consultation Group developed the *People's Blueprint* to highlight lessons learned from a community-based and EJ perspective. In early 2021, CARB staff supported the drafting of the People's Blueprint by providing facilitation and technical writing support. This effort resulted in the release of the People's Blueprint in September of 2021.

From September 2021 to September 2022, the full Consultation Group engaged in discussions of the draft People's Blueprint every other month in public meetings. All 10 chapters of the People's Blueprint were discussed over the course of six meetings. Several key themes and concepts from Consultation Group discussion of the People's Blueprint are uplifted and reflected in Blueprint 2.0 (Figure 2). These include operationalizing equity and environmental justice, participatory budgeting, community and agency readiness and capacity building for engaging in the Program, models of partnership, co-leadership and meaningful engagement, guidance on steering committee membership and governance including charters and conflict resolution, building technical capacity, and tracking results to support effective implementation and accountability.

CARB staff are revising the 2018 Program Blueprint through a three-phased approach to engagement. The first phase was launched in early 2022 through a robust discussion of the People's Blueprint with the Consultation Group and a public workshop on December 6, 2022, which included opportunities to provide feedback on the engagement plan. In phase 2, from December 2022 through January 2023, CARB staff held focused discussions with close to 100 representatives of most of the Community Steering Committees (CSC), business associations, local government, and academia, including CSC leaders of the newly selected CSC communities in Bay View

...the state board shall prepare, in consultation 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, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. Health and Safety Code section (Health & Saf. Code, §) 44391.2. subdv. (b)

Hunters Point and Northern Imperial Corridor Phase 1, and with community members whose impacted communities are not in the Program.

In the past year, CARB staff have produced two key deliverables for engagement and public comment. Those include:

- Blueprint 2.0 outline presented to CARB governing Board in May 2022.
- Expanded Concepts Outline, released in November 2022, and discussed at the December 6, 2022, public workshop.

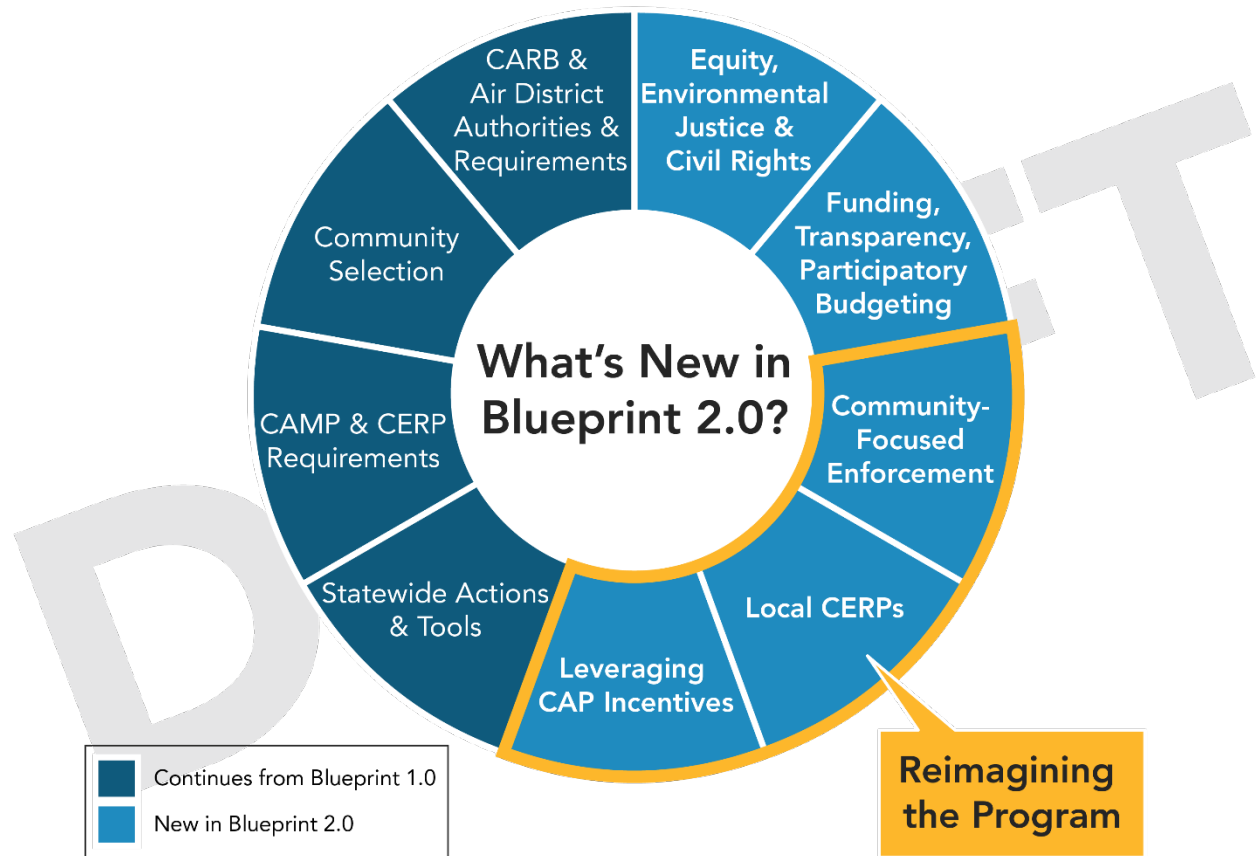
A narrative draft of Blueprint 2.0 will be released in May of 2023 and will be discussed in public workshops in Summer 2023 as phase 3 of the engagement plan.

## **What's New in Blueprint 2.0**

Blueprint 2.0 carries forward key elements of the 2018 Program Blueprint and has been updated to:

- Center equity, environmental justice, and civil rights.
- Lift up lessons learned from the first five years of Program implementation.
- Reinforce commitment to implement strategies contained in approved CERPs beyond the initially proposed five-year implementation period.
- Highlight specific communities that have been consistently nominated but not selected for collective government action.
- Set forth new pathways to benefit more communities.

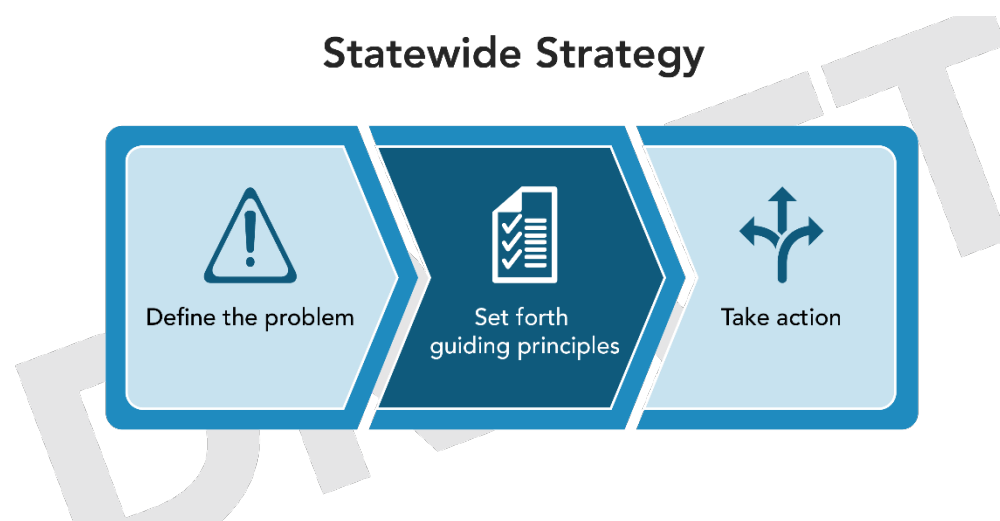
Figure 2: What's new in Blueprint 2.0?



## PART ONE - Statewide Strategy

Part One of the Statewide Strategy defines the problem, provides guiding principles, and presents a set of coordinated actions to achieve the goal of the Community Air Protection Program and its implementing statutes, in the context of CARB's vision for racial equity and environmental justice (Figure 3). This updated Statewide Strategy recommits CARB and air districts to the requirements contained in AB 617, affirms existing authorities to ensure non-discrimination, and provides key actions to bring benefits to more communities through additional, less resource-intensive pathways. See Part Two for more detailed guidance on putting this approach into action.

Figure 3: Part One of the Statewide Strategy for implementing the Program.



### CARB's Vision for Racial Equity and Environmental Justice

The State of California defines environmental justice in state law as the "fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies."<sup>3</sup> Advancing racial and environmental justice are core values of CARB and are critical to achieving CARB's air quality and climate goals. Despite significant air quality and public health improvements through California's air quality programs, many communities continue to be impacted by air pollution. Race remains the single most important determinant of who bears the burden of air pollution.<sup>4</sup> For example, *CalEnviroScreen 4.0*, a mapping tool that helps

<sup>3</sup> Code section. Law section. (n.d.). Retrieved March 8, 2023, from [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?sectionNum=65040.12.&lawCode=GOV](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65040.12.&lawCode=GOV)

<sup>4</sup> Tessum, Christopher W., et al. "PM2.5 pollutants disproportionately and systemically affect people of color in the United States." *Science Advances* 7.18 (2021): eabf4491. <https://www.science.org/doi/10.1126/sciadv.abf4491>



identify the communities that are the most impacted by pollution sources, shows that Latino, Black, and Pacific Islander populations represent 89% of the population that live in the California communities that are most impacted by environmental pollution, while in the least impacted census tracts, the population is 72% white.<sup>5,6</sup>

To understand the root cause of this trend, we must understand the role that structural racism has played in society including in environmental outcomes. In 2023, CARB adopted the following vision for racial equity to guide all our work, including the implementation of the Community Air Protection Program:

CARB commits to just social change by working at all levels within the organization and externally to address environmental injustices and advance racial equity in the achievement of its mission. CARB works toward a future where all Californians breathe healthy and clean air, benefit from actions to address climate change, and where race is no longer a predictor of life outcomes.<sup>7</sup>

Research has documented the link between racist redlining practices of the 1930s and today's persistent patterns of segregation and wealth inequities on the basis of race<sup>8</sup>. Less well known is the link between these practices and environmental injustice. Redlining came about as part of the Great New Deal, a series of programs enacted by President Franklin D. Roosevelt to lift the United States out of the Great Depression. It is a practice through which federal, state, and local governments and private entities such as realtor associations systematically denied government-backed loans to Black and other people of color. In the 1930s, over 200 cities, including eight in California, were assessed for hazards according to guidance established by the federal Home Owners Loan Corporation<sup>9</sup>.

Two types of "adverse influences" resulted in certain neighborhoods being "redlined" or deemed ineligible for government-backed loans. The factors were "infiltration of inharmonious racial or nationality groups and the presence of smoke, odors, or fog". The combination of both race and environmental factors as criteria in assessing the perceived credit worthiness of neighborhoods led to many of the environmental disparities we see affecting communities of color across the country today including in many of California's most disadvantaged communities<sup>10</sup>. Local governments relied on

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<sup>5</sup> CalEnviroScreen | OEHHA; <https://oehha.ca.gov/calenviroscreen>

<sup>6</sup> *Disparities in Air Pollution Exposure in the United States by Race/Ethnicity and Income, 1990–2010* | *Environmental Health Perspectives* | Vol. 129, No. 12 ([nih.gov](http://nih.gov))

<sup>7</sup> CARB Vision for Racial Equity, Retrieved April 22, 2023, from <https://ww2.arb.ca.gov/equity>

<sup>8</sup> Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America*, 2017.

<sup>9</sup> CalEPA Pollution and Prejudice: Redlining and Environmental Injustice in California; <https://storymaps.arcgis.com/stories/f167b251809c43778a2f9f040f43d2f5>

<sup>10</sup> Federal Housing Administration, *Underwriting Manual: Underwriting and Valuation Procedure Under Title II of the National Housing Act With Revisions to April 1, 1936* (Washington, D.C.), Part II, Section 2, Rating of Location

zoning authority to further reinforce these patterns by zoning redlined neighborhoods as industrial zones where future polluting businesses and industrial operations would be sited. The construction of highways was also used as a way to erect barriers between white neighborhoods and predominantly Black neighborhoods in order to secure government backed loans for new neighborhoods<sup>11</sup>.

CARB joins many states<sup>12</sup>, local air districts, and the U.S. Environmental Protection Agency<sup>13</sup> (U.S. EPA) in responding to this issue through the pursuit of environmental justice and a commitment to advance racial equity<sup>14</sup>.

Learn more about redlining through the [CalEPA Pollution and Prejudice StoryMap](#). Learn more about CARB's work to advance racial equity, including CARB's [racial equity framework](#) and model for organizational change, or contact CARB at [equity@arb.ca.gov](mailto:equity@arb.ca.gov).

## Defining the Problem

At its core, the problem is that there are health disparities and quality of life impacts from disproportionately poor air quality in low-income and people of color communities in California. Communities near ports, rail yards, warehouses, and freeways, for example, experience a higher concentration of air pollution than other areas due to emissions from mobile sources such as cars, trucks, locomotives, and ships. Many of the same communities also experience pollution impacts from large industrial facilities such as oil refineries and the cumulative impacts of smaller, but more numerous industrial facilities. The large majority of the 19 selected AB 617 communities in the Program today are in cities that were redlined in the 1930s.

The racial and ethnic disparities in air pollution burden and vulnerability we see today are the result of structural racism and thus calls for Blueprint 2.0 to clearly emphasize racial equity. An important part of realizing equity is to realize air quality benefits in all disproportionately impacted communities and speed up emissions and exposure reductions locally. Implementation approaches of multi-year [community air monitoring plans \(CAMP\)](#) and [community emission reduction programs \(CERP\)](#) development are resource intensive, and the resources are not reaching all those who need it.

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<sup>11</sup> Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America*, 2017.

<sup>12</sup> Secretary David S. Kim Issues Statement on Racial Equity, Justice and Inclusion in Transportation, retrieved April 22, 2023, from <https://calsta.ca.gov/press-releases/2020-06-12-statement-on-racial-equity>.  
note

<sup>13</sup> US EPA, EO 13985 Equity Action Plan, April 2022, retrieved April 28, 2023, from [https://www.epa.gov/system/files/documents/2022-04/epa\\_equityactionplan\\_april2022\\_508.pdf](https://www.epa.gov/system/files/documents/2022-04/epa_equityactionplan_april2022_508.pdf)

<sup>14</sup> California Collaborative on Race and Equity, retrieved April 24, 2023, from <https://sgc.ca.gov/programs/healthandequity/racial-equity/>.

## Guiding Principles

Guiding principles for the implementation of the community air protection program are informed by what CARB staff, communities, air districts, and other partners have identified since the Program was launched in 2017.

### Use an Equity Lens

- “Business as usual” has not solved the problem—to reduce disparities, we must take targeted actions at the local scale<sup>15</sup>.
- Support both exposure reduction and emissions reductions strategies, particularly actions that achieve zero emissions.
- Ensure that the space in which we operate, both internally and with stakeholders, is free from discrimination.
- Apply a racial equity lens to our community engagement approach and to how we make decisions.
- Support air districts in updating permitting programs to integrate environmental justice and civil rights into relevant environmental permitting processes.

### Support Power Sharing

- Support community self-direction in matters of governance in the community steering committees that represent the 19 selected communities.
- Work with intention to build agency capacity to engage with communities more effectively and equitably.
- Create and facilitate a learning culture of peer-to-peer networks and mentoring for both communities and agency staff aimed at transferring knowledge and air quality solutions across communities.

### Transparency and Accountability

- Be transparent and accountable in communicating how funding resources are used and in evaluating Program progress and challenges.
- Support increased accessibility to air quality data and information about control technologies.

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<sup>15</sup> Wang, Youzhou, et al, Location-specific strategies for eliminating US national racial-ethnic PM2.5 Exposure inequality, Proceedings of the National Academy of Sciences, Vol. 119 | No. 44 November 1, 2022, retrieved April 24, 2023, from <https://www.pnas.org/doi/full/10.1073/pnas.2205548119>

## Goals, Objectives, and Priority Actions

CARB commits to take the following actions over the next five years of the program. Every action has a timeline included in parentheses at the end of the statement.

### Goal 1 – Engage and Partner in Evolving the Community Air Protection Program

The Community Air Protection Program cannot be implemented without the full and active participation of air districts who are co-implementers. As such, CARB and air districts, in consultation with environmental justice and community-based organizations, affected industry and local governments, will work together to shape new and updated pathways for community scale air quality protection.

The 2018 Program Blueprint in many ways cast CARB staff in the role of an observer during the CERP and CAMP development process, in part due to CARB’s statutorily required role to review and approve Community Emission Reduction Programs. We have learned, and the *language of the statute reinforces*, that CARB staff should be an active and engaged partner in the Community Air Protection Program process as indicated by the statutory reference to CARB as a party with whom air districts shall consult in developing a CERP.

. . . the district encompassing any location selected pursuant to this subdivision shall adopt, in consultation with the *state board*, individuals, community-based organizations, affected sources, and local governmental bodies in the affected community, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures identified pursuant to paragraph (4) of subdivision (b).  
  
Health & Saf. Code, § 44391.2. subdv. (c)(2)

CARB will continue to engage directly with the 19 community steering committees, including serving as a non-voting member when invited. CARB will also engage with representatives of communities that have not been selected and other stakeholders.

#### Objective

CARB staff will be active partners in the community air protection process and create and sustain opportunities for meaningful engagement such that all stakeholders develop a shared sense of ownership and investment in the process.

#### Priority Actions

1. Ensure that all CARB staff who engage with communities have taken training on public participation, popular education approaches, environmental justice, addressing structural racism, and conflict resolution. (December 2024)

2. Establish a community of practice with air districts to share training materials and approaches for internal capacity building. (December 2024)
3. Apply good practices to support meaningful engagement in our work by early scoping, timely provision of accessible information, and follow up with participants. (2023)
4. Reinvigorate the AB 617 Consultation Group by supporting an ad hoc group of members to refresh the charter around the common purpose established by statute. Updates to the Consultation Group would include establishing term lengths and expanding membership to include representatives of communities not selected into the Program.

## Goal 2 – Apply Regulatory Authorities to Reduce Exposures and Emissions

The Statewide Strategy is intended to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. In detailing the criteria for approvable Community Emission Reduction Programs in selected communities affected by high cumulative exposure burdens, AB 617 makes clear that the CERPs should result in emissions reductions and that both the air district and CARB are responsible for measures consistent with our respective authorities. Community steering committees have also strongly prioritized measures in their CERPs to reduce *exposures*.

. . . (5) The programs *shall result in emissions reductions* in the community, based on monitoring or other data.

(6) In implementing the program, the district and the state board shall be responsible for measures consistent with their respective authorities.

Health & Saf. Code, § 44391.2. subdv. (c)

The statute calls on both agencies to use existing authorities in implementing these activities. For example, AB 617 requires CARB to concurrently develop and implement the applicable mobile source elements concurrent with our process to achieve an approvable CERP, to begin achieving emission reductions.

### Objective

Apply CARB's regulatory authorities to develop, implement and enforce rules and regulations (more detailed information in Part Two) and lift up air district use of regulatory authorities to address community priorities through CERP strategies or other Program approaches.

## Priority Actions

1. Implement the regulation to reduce diesel particulate matter (DPM) emissions from locomotives by requiring owners, operators, sellers, lessees, renters, or manufacturers to move to the cleanest available locomotives<sup>16</sup>. (ongoing)
2. Enforce the 2022 amendments to the Commercial Harbor Craft regulation<sup>17</sup> that include more vessel types, requires cleaner upgrades and newer technology, resulting in greater control of DPM. (ongoing)
3. Enforce amendments to the Drayage Trucks at Seaports and Rail Yards regulation, incorporated into the Advanced Clean Fleets regulation<sup>18</sup>. The goal is to achieve a zero-emission truck and bus California fleet by 2045, where feasible. (Board consideration in April 2023 with final regulation anticipated in Fall 2023).
4. Enforce amendments<sup>19</sup> to the chrome plating control measure which places restrictions on new hexavalent chromium plating facilities and requires modification of existing facilities until a phase-out of hexavalent chromium is complete. (Board consideration of amendment anticipated in late Spring 2023).
5. Evaluate the use of air district regulatory authorities in CERPs and lift up innovative examples for consideration by other air districts. (2024)
6. Encourage and support targeted facility risk reduction audits and actions. (2024)

## Goal 3 – Center Non-Discrimination Laws and Protections

CARB's efforts to uphold civil rights laws and protections are relevant to all its work, including its work focused on addressing the disproportionate impact of air pollution on communities of color. Chief among those are federal and state non-discrimination statutes. As a recipient of state and federal funding, CARB is prohibited from discriminating based on race, color, national origin, age, sex, disability, mental or physical disability under state and federal law; as well as based on ethnic group identification, ancestry, religion, marital status, sexual orientation, gender identity, gender expression, genetic information, and military or veteran status under state law. This prohibition applies to CARB programs and activities, including the Community Air Protection Program. It is a civil right under state and federal law for individuals to be free from discrimination based on race, color, national origin, and the other protected categories described above, in the administration of government programs receiving state or federal funding (more on this in Part Two).

### Objective

Transparent compliance with non-discrimination laws.

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<sup>16</sup> <https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california>

<sup>17</sup> <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>

<sup>18</sup> <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>

<sup>19</sup> <https://ww2.arb.ca.gov/our-work/programs/chrome-plating-atcm>

## Priority Actions

1. Update CARB's 2016 Civil Rights Policy and Discrimination Complaints Process<sup>20</sup>. (2023-2024)
2. Ensure that OCAP's orientation for new AB 617 Community Steering Committee members includes a focus on civil rights and communicates the process for making a complaint
3. Update terms and conditions in all grant agreements administered by OCAP to ensure consistency with guidance from the California Department of Civil Rights and the U.S. Environmental Protection Agency's External Civil Rights and Compliance Office. (2024)
4. Apply a racial equity lens to the current process for applications for Community Air Grants.
5. Ensure that CARB staff are trained on civil rights responsibilities.
6. Participate in national efforts led by U.S. EPA to further develop environmental justice and permitting tools.

## Goal 4 – Ensure Completion of CERPs

CARB and Air Districts will work with CERP communities that are in the fourth year of implementation to ensure there is a plan in place to complete the CERP. In the 2018 Program Blueprint, CARB estimated that it would take about five years (once a CERP was approved) to implement CERP strategies. Most CERPs will likely require more than 5 years to complete the majority of CERP strategies that include emission reduction targets, and CARB will work with air districts and communities as appropriate and needed beyond five years.

### Objective

Ensure progress from each CERP communities is tracked and reported; develop lessons learned from the CERPs to apply in other communities.

### Priority Actions

1. Work with air districts to ensure completion of strategies in all CERPs adopted to date, including for CERPs that will require more than 5 years to implement, with a priority focus on CERPs that in their fourth or fifth year of implementation. (ongoing)
2. Co-design, with air districts and representatives of the Community Steering Committees, peer-to-peer learning opportunities across air districts. (2023)
3. Conduct a programmatic evaluation of the Program through a third-party evaluator and publish findings and recommendations. (2023-2025)

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<sup>20</sup> <https://ww2.arb.ca.gov/sites/default/files/2023-01/2016-11-03%20CARB%20Civil%20Rights%20Policy%20Revised%20Final.pdf>



## Goal 5 - Focus on Consistently Nominated Communities

The Program is in transition. The progress made during the first five years of the Program is the foundation upon which we will work to identify new, more cost-effective approaches for community-scale air quality protection that prioritize local actions to improve air quality and reduce exposures. It will require two parallel tracks: 1) sustained commitment to the 19 communities currently in the program using the established model of an air district-convened community steering committee and 2) concurrently designing and implementing more efficient approaches to maximize similar air quality benefits for other eligible communities, particularly the [65 communities](#) that have been consistently nominated for the program but not selected.<sup>21</sup>

### Objective

Partner with state, local and federal agencies to build support for directing resources and action to improve air quality in the 65 communities nominated for the Program but not selected.

### Priority Actions

1. Publish online an easily accessible [list of the 65 communities](#)<sup>21</sup> that have been consistently nominated but not selected. (completed)
2. Develop and implement an engagement plan focused on the 65 places that have been consistently nominated but not selected. (2024)
3. Partner with U.S. EPA to identify resources to address air quality priorities.
4. Partner with the Strategic Growth Council to leverage the CAPP and Transformative Climate Communities goals to improve air quality, land use decisions and climate resilience.
5. Target outreach to representatives of the 65 communities about opportunities to apply for Community Air Grants.
6. Community-driven enforcement is a priority for CARB's Enforcement Division, and CARB staff will be conducting community-prioritized enforcement work in overburdened communities, including those not selected for the program, going forward.
7. 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

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<sup>21</sup> California Air Resources Board. (n.d.). *California Air Resources Board*. Consistently Nominated AB 617 Communities list | California Air Resources Board. Retrieved April 28, 2023, from <https://ww2.arb.ca.gov/ConsistentlyNominatedAB617CommunitiesList>



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.

## Goal 6 – Use Community Air Grants to Build Community Capacity and Local CERP’s

AB 617 requires that air districts consult with stakeholders as they adopt a community emission reduction program. The 2018 Program Blueprint put forward, as guidance, the concept of the Community Steering Committee as the forum for consultation. Since then, all air districts with selected communities have adopted this approach and much has been learned about the value of sharing power, co-creation and partnership.

CARB supports community self-direction in matters of governance and the role of air districts as co-implementing partners. CARB is committed to translate these principles in the next iteration of the Community Air Grant Request for Applications.

### Objective

Lay the foundation for community direction in the program by building capacity through the retooling of the Community Air Grants to support grantees in developing their own Local CERP, in partnership with Air Districts and CARB.

### Priority Actions

1. Support the community-conceived innovation of a “Local” CERP (L-CERP), which is an emission reductions plan developed by a Community Air Grantee for a local community. This concept was proposed and accepted for a Community Air Grant in Stanislaus, Madera, and Tulare counties in the San Joaquin Valley in 2021. Conduct a case study to understand how best to replicate this approach in future Requests for Applications. (2023-2024)
2. Develop and provide training to future L-CERP community air grant recipients to support successful outcomes. (2023)

(2) . . . the district encompassing any location selected pursuant to this subdivision shall adopt, in consultation with the state board, individuals, community-based organizations, affected sources, and local governmental bodies in the affected community, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures identified pursuant to paragraph (4) of subdivision (b). . .

Health & Saf. Code, § 44391.2. subdv. (c)(2)

(d) The state board shall provide grants to community-based organizations for technical assistance and to support community participation in the implementation of this section and Section 42705.5.

Health & Saf. Code, § 44391.2. subdv. (d)

3. Workshop the 2024 Request for Applications to support the use of CAGs in developing emission reduction plans that are based on full and authentic community participation in partnership with Air Districts and CARB.
4. Host an online inventory of promising practices related to governance and power sharing. (2023)
5. Share information with CAPP stakeholders about how to engage in CARB’s regulation development process. (ongoing)
6. Make program funding information more accessible to communities in support of participatory budgeting. (ongoing)
7. Redesign the Community Air Protection webpages to align with this strategy to support accountability to progress towards commitments. (2023)

### Goal 7 – Make Program and Air Quality Information and Tools More Accessible to Communities

The Program is built on transparency and sharing of information. AB 617 contains several provisions requiring air districts and CARB to make information about emissions, community air monitoring, and pollution control technology more accessible to the public. Stakeholders and partners alike benefit from being able to assess progress and learn from each other.

#### Objective

Increase transparency and accountability by making Program information and tools available and accessible.

#### Priority Actions

1. Complete the *Stationary Source Permitting – Community Questions* document, an effort to increase public understanding of how stationary source air quality permitting is conducted in California relevant to the jurisdiction of local air districts and CARB. CARB and the *California Air Pollution Control Officers Association* (CAPCOA), which is an association that represents the air districts throughout California, formed a temporary subgroup to develop responses to each question. (2023)

... (e) The districts shall provide to the state board the air quality data produced by the community air monitoring systems deployed pursuant to this section. The state board shall publish the air quality data on its Internet Web site.

Health & Saf. Code, § 42705.5. subdv. (e)

(a) The state board shall establish and maintain a statewide clearinghouse that identifies the best available control technology and best available retrofit control technology for criteria air pollutants, and related technologies for the control of toxic air contaminants.

Health & Saf. Code, § 40920.8. subdv. (a)

2. Launch the Technology Clearinghouse which will include a searchable database of CERP strategies (2024).
3. Launch a uniform statewide system to annually report emissions of criteria pollutants and toxic air contaminants. (end of 2024)
4. Complete a *video series on Air Quality Fundamentals* in response to requests received from community members (2023)
5. Publish information about program funding online.
6. Establish an online dashboard to track overall program and CERP progress, including the status of commitments made in Part One of Blueprint 2.0.