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Community Air Protection Program

Blueprint 2.0

September 2023

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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* (2017 Statutes) 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*, 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) and *air districts* required by California statutes (statute), also read Figure 1. Read Part One to better understand the commitments CARB is making to support communities affected by high cumulative exposure burdens.

Part Two of *Blueprint 2.0* provides implementation guidance for each part 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* (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 *Glossary (Appendix A)* and posted separately for convenience.

We welcome comments and questions about the Program. Contact us at communityair@arb.ca.gov.

What is the Community Air Protection Program and the Blueprint?

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*. 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 (overburdened communities) to these forms of air pollution and to update that strategy every five years.

One component of *AB 617* requires CARB and air districts to develop and implement additional activities including emissions reporting, monitoring, and plans to reduce exposures and emissions in the communities that are the most impacted by poor air quality—known as Community Emission Reduction Programs (CERP). In addition to

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consulting other government agencies, affected industry, and sources, the law requires CARB to consult environmental justice groups and other interested stakeholders and requires air districts to consult individuals and community-based organizations so that overburdened communities have a say in how CARB and air districts carry out plans to improve air quality. The Program is centered on community-informed local emissions and exposure reduction actions that are implemented equitably by local, regional, and state agencies.

AB 617 also includes requirements to help advance air pollution control efforts throughout the State for accelerated updates (retrofit) of air pollution controls on industrial sources, higher civil enforcement penalties, and greater transparency and availability of air quality and emissions data and pollution control technology options.

The California Legislature appropriates three types of funding to support the Program:

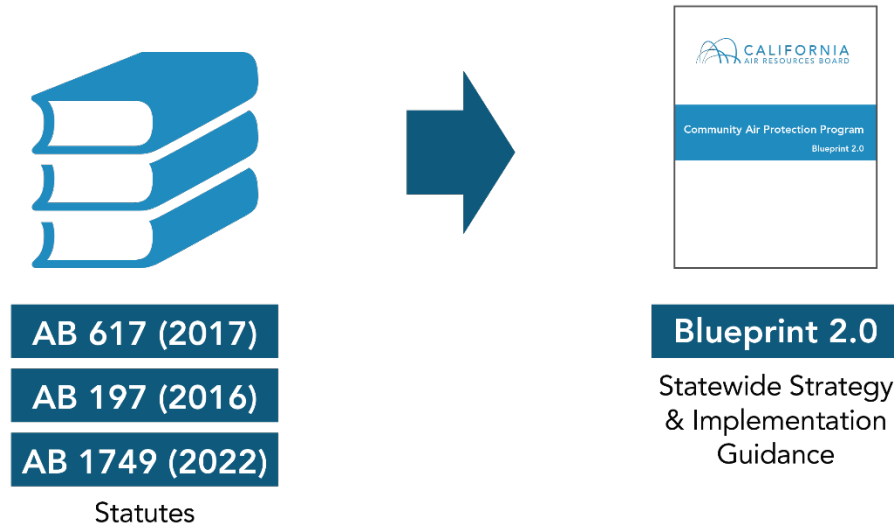
1. Targeted incentive funding to accelerate the deployment of cleaner technologies and implementation of other community driven CERP strategies.
2. Implementation funding for CARB and air district staff salaries, monitoring equipment, and support of community-informed decision-making through stipends, facilitation, and *language access* services.
3. Technical assistance funds for communities to build capacity and participate in the community air protection process through *Community Air Grants* (CAG) to Community-Based Organizations (CBOs) and California Native American Tribes.

The Blueprint serves as CARB's Statewide Strategy, translating foundational legislative directives (*AB 617 in 2017*, *AB 197 in 2016*, and *AB 1749 in 2022*) into implementation guidance, represented in Figure 1. The first Community Air Protection Blueprint was adopted by the CARB 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 Program activities. Part Two consists of updated implementation guidance to help all Program partners achieve the goal of reducing harmful emissions and exposure to toxic air contaminants and criteria air pollution in communities most impacted by poor air quality. Blueprint 2.0 is significantly informed by *The People's Blueprint*, which was developed by environmental justice leaders (details in the next section), and uses an equity-centered approach to pursue just implementation of the Program.

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Figure 1: The Blueprint is the Statewide Strategy that provides guidance for CARB interpretations of the foundational statutes, AB 617 (2017), AB 197 (2016), and AB 1749 (2022).

What is the Blueprint?



From the beginning, formal *selection of communities* was intended to result in lessons and practices that could be broadly applied to communities of concern. A requirement of AB 617 is for CARB to annually consider selecting, as appropriate, communities with high cumulative exposure burdens for toxic air contaminants and criteria air pollutants for the development of a Community Air Monitoring Plan (CAMP) and/or a Community Emissions Reduction Program (CERP). Nineteen (19) communities selected to date are in different phases of development and implementation. There is much to learn from these local efforts to apply in ways that will benefit more communities, with a particular focus on consistently nominated communities that have not been selected. The *selected communities* have received a large portion of Program resources to implement community-specific air quality monitoring networks, develop CERPs, improve community access to air quality and emissions information, and implement incentive measures. Selected communities and projects funded through *Community Air Grants* have identified a diverse range of effective solutions, which can serve as models and be expanded upon to benefit impacted communities throughout the state. A key lesson is that partnership and collaboration between community, government, and affected industry is the foundation to meet the goal of AB 617.

Due to relatively flat funding levels and the resource-intensive approach of multi-year CAMP and CERP development called for in the 2018 Program Blueprint, the Program must now transition to other models of engagement that preserve community empowerment and

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distribute limited resources more equitably. In developing and implementing new pathways to address air quality at the community scale, CARB will continue to partner with air districts in robust engagement with communities. 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 organizations and requires a government agency to consult with them in developing government strategies. In response, CARB convened the *Community Air Protection Program Consultation Group* (Consultation Group) in January of 2018 as a forum for consultation with these various groups and ensured that environmental justice organizations were well represented.

In the Fall of 2020, a subgroup of the Consultation Group, consisting of environmental justice leaders, developed 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. 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 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. These themes and concepts 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 involvement, 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 have developed Blueprint 2.0 through a three-phased engagement approach. 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

Statutory Language: *Health and Safety Code Section 44391.2, subdivision (b)*

“. . .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.”

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included opportunities to provide comments 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 Program's Community Steering Committees (CSC), business associations, local government, and academia, including leaders of the newly selected CSC communities in Bayview Hunters Point-Southeast San Francisco and Northern Imperial Corridor Phase 1, and with community members whose 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 the CARB 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 was released in June 2023, and discussed in public workshops in Summer 2023 as Phase 3 of the engagement plan.

What's New in Blueprint 2.0

As highlighted in Figure 2, Blueprint 2.0 carries forward key parts of the 2018 Program Blueprint including:

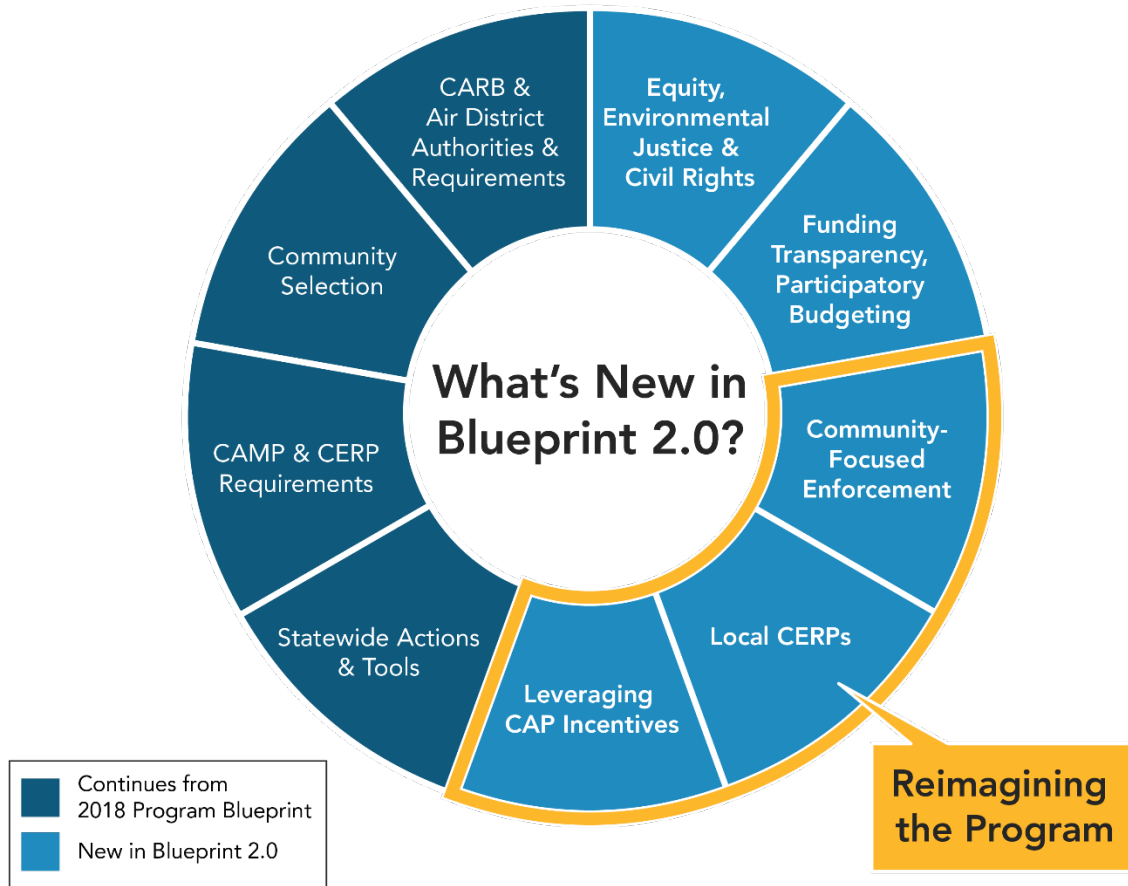
- Statutory authority for CARB and air districts and requirements to consider new communities.
- CAMP and CERP requirements.
- Statewide actions to reduce emissions in communities.

The Blueprint has been updated to:

- Center our focus on equity, environmental justice, and civil rights.
- Incorporate lessons learned from the first five years of Program implementation.
- Reinforce a commitment to implement strategies contained in approved CERPs beyond the initially proposed five-year implementation period.
- Highlight *Consistently Nominated Communities* for additional program support through the new pathways in Blueprint 2.0 that include *local community emissions reduction plans (L-CERP)*, leveraging *Community Air Protection incentives (CAP Incentives)* and *community-focused enforcement*.

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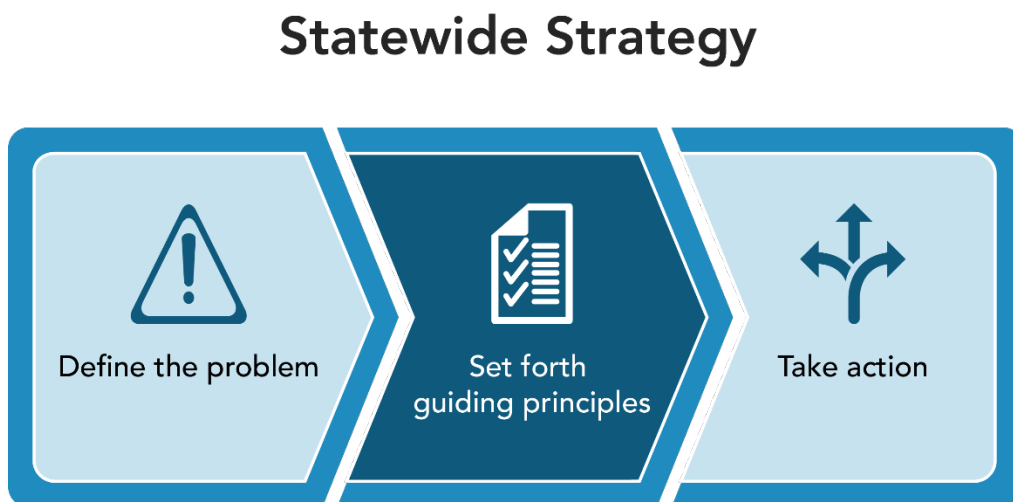
Figure 2: Many concepts are carried over from the 2018 Blueprint. This graphic highlights the new or expanded concepts included in Blueprint 2.0 as we have reimagined the Program.



PART ONE - Statewide Strategy

Part One of the Statewide Strategy defines the problem, provides guiding principles, and presents a set of coordinated actions (Figure 3) to achieve the goals of the *Community Air Protection Program* in the context of CARB’s vision for racial equity and environmental justice. 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 more efficient pathways. Refer to Part Two for more detailed guidance on putting this approach into action.

Figure 3: Part One of the Statewide Strategy (Blueprint 2.0).



CARB’s Vision for Racial Equity and Environmental Justice

The State of California defines environmental justice in statute 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. (*Government Code Section 65040.12, subdivision (e).*)

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

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to be impacted by air pollution. Race remains the single most important determinant of who bears the burden of air pollution.¹ For example, *CalEnviroScreen 4.0*, a mapping tool that helps 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.^{2,3}

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 our external work, including the implementation of the 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.

Research has documented the link between 1930's racist redlining practices and today's persistent patterns of segregation, wealth inequities, and environmental injustice based on race.⁴ Redlining came about as part of the Great New Deal, a series of programs enacted by Congress and administered by the administration of 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, neighborhoods in over 200 cities, including eight in California, were assessed for "hazards," usually by local realtors hired by city governments, according to guidance established by the federal Home Owners' Loan Corporation.⁵

Two types of "adverse influences" resulted in certain neighborhoods being "redlined" or deemed ineligible for government-backed loans. The two types were "infiltration of inharmonious racial or nationality groups and the presence of smoke, odors, or fog".⁶ The

¹ 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. www.science.org/doi/10.1126/sciadv.abf4491.

² *CalEnviroScreen | OEHHA*; oehha.ca.gov/calenviroscreen.

³ *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)*.

⁴ Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America*, 2017.

⁵ CalEPA Pollution and Prejudice: Redlining and Environmental Injustice in California; storymaps.arcgis.com/stories/f167b251809c43778a2f9f040f43d2f5.

⁶ 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.

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combination of both race and environmental factors as criteria in assessing the perceived credit worthiness of neighborhoods led to many of the environmental and economic disparities affecting communities of color across the country today, including in many of California's most disadvantaged communities. Local governments in implementing zoning authority further reinforced 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 to erect barriers between white neighborhoods and predominantly Black neighborhoods to secure government-backed loans for new neighborhoods, *as outlined in the Federal Housing Administration's 1936 Underwriting Manual*.^{7,8} *The California Department of Transportation (Caltrans) has acknowledged* that communities of color and underserved communities experienced fewer benefits and a greater share of negative impacts associated with the state's transportation system, including the harmful effects of air pollution from mobile sources. Altogether, various government and private actions concentrated pollution sources in low-income and communities of color that would result in cumulative impacts of emissions exposures in the ambient air and over time.

Today, across the state and nation, there is a renewed vision for environmental justice that aims to achieve healthy air for all. California agencies join many states,⁹ local air districts, and the U.S. Environmental Protection Agency¹⁰ (U.S. EPA) in responding to this issue through the pursuit of environmental justice and a commitment to advance racial equity.

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.

Defining the Problem

The problem to address is the health disparities and quality of life impacts from disproportionately poor air quality in low-income and communities of color in California. Communities near seaports, railyards, 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. These communities are affected

⁷ Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America*, 2017.

⁸ Underwriting manual; underwriting analysis under title II, Section 203 of the National housing act. 1936 Nov. HathiTrust. (n.d.), [page 197](#).

⁹ California Collaborative on Race and Equity, *Racial equity capacity-building for State employees*. Retrieved July 28, 2023, from sgc.ca.gov/programs/healthandequity/racial-equity/.

¹⁰ US EPA, *EO 13985 Equity Action Plan*, April 2022. Retrieved July 28, 2023, from www.epa.gov/system/files/documents/2022-04/epa_equityactionplan_april2022_508.pdf.

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by a high cumulative exposure burden. The large majority of the *selected 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 (increased susceptibility to the health impacts of air pollution) existing today are the result of structural racism and thus call for Blueprint 2.0 to clearly emphasize racial equity. An important part of achieving equity is to work toward air quality benefits for more communities than have currently been served by the Program.

Guiding Principles

These guiding principles for the implementation of the Program are informed by what CARB staff, communities, air districts, affected businesses, and other partners have identified since the Program was launched in 2017.

Use an Equity Lens

- Take targeted actions at the local scale to reduce disparities because “business as usual” has not solved the problem.¹¹
- Support both exposure reduction and emissions reductions strategies, particularly actions that achieve zero-emissions.
- Ensure that the space in which CARB staff operate, both internally and with the public, 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.

¹¹ 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 July 28, 2023, from www.pnas.org/doi/full/10.1073/pnas.2205548119.

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Support Power Sharing

- Support community self-direction in matters of governance in the CSCs that represent selected communities.
- Work with intention to build agency capacity to engage with impacted 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.

Facilitate Transparency and Accountability

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

Statutory Language: *Health and Safety Code Section 44391.2, subdivision (c)(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).”

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 groups and CBOs, affected industry, tribes 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 CERPs. We have learned, and the *language of the statute reinforces*,

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that CARB staff should be an active and engaged partner in the Program process as indicated by the statutory reference to CARB as a party with whom air districts shall consult in developing a CERP.

CARB will continue to engage directly with the CSCs, including serving as a non-voting member when invited. CARB will also engage with representatives of communities that have not been selected to develop a CAMP or a CERP.

Objective

CARB staff will be active partners in the community air protection process and create and sustain opportunities for meaningful engagement to 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. As resources allow, expand training opportunities to air district staff. (December 2024)
2. Establish a community of practice with air districts to share training materials and approaches for internal capacity-building. (December 2024)
3. Support meaningful engagement in our work by early scoping, timely provision of accessible information, and follow up with participants. (2023)
4. Reinvigorate the Consultation Group by supporting an ad hoc group of members to refresh the charter around the common purpose established by statute to consult with CARB on the Statewide Strategy. Updates to the Consultation Group would include establishing term lengths and expanding membership to include representatives of Consistently Nominated Communities. (2024)

Goal 2 - 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. It is a civil right under state and federal law for individuals in California to be free from government discrimination based on race, color, national origin, and other protected categories. 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, medical condition, genetic information, and military or veteran status under state law. This prohibition applies to CARB programs and activities, including the Community Air Protection Program. CARB describes its non-discrimination policy and provides a complaint

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process about discrimination in its programs and activities in its Civil Rights Policy and Discrimination Complaints Process.

Objective

Transparent compliance with non-discrimination laws.

Priority Actions

1. Update CARB's 2016 Civil Rights Policy and Discrimination Complaints Process.¹² (2024-2025)
2. Ensure that OCAP's orientation for new CSC members includes a focus on civil rights and communicates with stakeholders about the process for making a discrimination complaint. (2024)
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*. (2024-2025)
5. Ensure that CARB staff are trained on civil rights responsibilities. (2024-2025)
6. Operationalize racial equity by using a racial equity lens, which is a series of questions that helps CARB staff incorporate racial equity into actions and decision making at CARB. (ongoing)
7. Work with California Air Pollution Control Officers Association (CAPCOA) and local air districts to identify key elements of a model civil rights compliance program including the use of tools such as cumulative impacts assessment, disparate impacts analysis, and a racial equity lens to proactively identify potential disparate impacts in rulemaking, enforcement, and permitting. (ongoing)
8. Participate in U.S. EPA led efforts to further develop national environmental justice and permitting tools. (2024-ongoing)

¹² Current Civil Rights Policy and Complaint Process: ww2.arb.ca.gov/sites/default/files/2023-01/2016-11-03%20CARB%20Civil%20Rights%20Policy%20Revised%20Final.pdf. Updates will be posted on the webpage *CARB and Civil Rights*.

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Goal 3 - 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 CERPs in *selected communities* affected by high cumulative exposure burdens, AB 617 explicitly states that the CERPs shall result in emissions reductions and that both the air district and CARB are “responsible for measures,” which we call “actions” in this document, consistent with our respective authorities. 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 emissions reductions. CSCs have also prioritized actions in their CERPs to reduce *exposures*. The statute calls on both CARB and air districts to use existing authorities in implementing these actions. CARB intends to continue to develop, implement, and enforce critical mobile source rules and regulations to reduce emissions based on relevant authorities and including those specifically referenced below as priority actions, only after receiving any applicable approvals by the Office of Administrative Law and waivers or authorizations by the U.S. Environmental Protection Agency.

Statutory Language: Health and Safety Code Section 44391.2, subdivision (c):

“... (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.”

Objective

Apply CARB’s regulatory authorities to develop, implement, and enforce rules and regulations (more detailed information in Part Two) and support air district use of regulatory authorities to address community priorities through CERP actions.

Priority Actions

1. Implement the *In-Use Locomotive 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. (ongoing)
2. Enforce the 2022 amendments to the *Commercial Harbor Craft regulation* 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*. The goal is to achieve a zero-emission *drayage truck fleet* by 2035 and zero-emission truck and bus California fleet by 2045, where feasible. (ongoing)
4. Enforce, with the air districts, amendments to the *Chrome Plating Airborne Toxic Control Measure (ATCM)* which places restrictions on new *hexavalent chromium*

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plating facilities and requires modification of existing facilities until a phase-out of hexavalent chromium is complete. (ongoing)

5. Evaluate the use of air district regulatory authorities in CERPs and promote innovative examples for consideration by other air districts. (2024)
6. Encourage and support targeted facility risk reduction audits and actions by air districts. (2024)

Goal 4 - Partner with Air Districts to Enhance Stationary and Mobile Source Strategies

The primary focus of AB 617 is to address the cumulative air pollution exposure impacts from both mobile and stationary sources experienced in overburdened communities. As detailed in Part Two, *Addressing Emissions from Mobile Sources*, CARB commits to use its regulatory and enforcement authorities to address mobile sources of air pollution at the statewide and community scale. CARB also commits to support air districts in the implementation of the stationary source requirements of AB 617. Lastly, CARB commits to working with air districts in the update of its mobile source strategy to ensure that advanced technologies are evaluated and deployed on an ongoing basis.

CARB's primary stationary source responsibility under the Program is to 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. The Technology Clearinghouse can also be used to identify next generation approaches for controlling stationary source emissions.

As required under state and federal law, air districts are required to review and adopt stationary source control strategies on an ongoing basis, and districts have adopted extensive and stringent requirements for stationary sources. In addition, as required by AB 617, air districts have developed and are implementing expedited schedules for the implementation of the best available retrofit control technology for certain industrial sources. Furthermore, districts have used ever more stringent BACT and BARCT limits to require advanced emissions controls technology for new and existing stationary sources respectively. See *Addressing Emissions from Stationary Sources*.

Objective

Support air districts in building on the progress resulting from advancement in control technology for stationary sources, particularly in overburdened communities.

Priority Actions

1. Update and maintain the stationary source Technology Clearinghouse. (2024-ongoing)

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2. CARB will continue to assess next generation stationary and mobile source technologies, in partnership with air districts, with a focus on reductions of criteria and toxics emissions. (2024-ongoing)
3. Partner with Air Districts through the BACT/BARCT workgroup, which includes CAPCOA, to support ongoing air district efforts to enhance stationary source strategies for emissions reductions. (2024-ongoing)
4. Partner with Air Districts, which includes CAPCOA, to enhance mobile source strategies for emissions reductions. (2024-ongoing)

Goal 5 - Track Program Commitments and Ensure Completion of Community Emissions Reduction Programs

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 all actions in the CERPs. In the 2018 Program Blueprint, CARB estimated that it would take about five years (once a CERP was approved) to implement CERP actions. We have learned that more than 5 years will likely be required to complete the majority of actions with emissions reduction targets for most CERPs. CARB will work with air districts and communities as appropriate and needed beyond five years. The process for ensuring CERP completion is outlined in the "[Transitioning after Five Years of CERP Implementation](#)" section of Part Two.

Objective

Ensure progress from each CERP 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 actions 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 CSCs, peer-to-peer learning opportunities across air districts. (2024)
3. Conduct a programmatic evaluation of the Program through a third-party evaluator and publish findings and recommendations. (2023-2025)
4. Establish an online dashboard to track overall Program and CERP progress, including the status of commitments made in Part One of Blueprint 2.0. (2024)

Goal 6 - 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 pathways for community-scale air quality protection that prioritize local actions to improve air quality and reduce exposures. It will require two parallel tracks:

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1. Sustained commitment to the *selected communities currently in the Program*.
2. Concurrently design and implement more efficient approaches to maximize similar air quality benefits for *Consistently Nominated Communities*.

Objective

Over the next five years, partner with state, tribal, local, and federal agencies to build support for directing resources and action to improve air quality in the more than 60 communities nominated for the Program but not selected.

Priority Actions

1. Publish online an easily accessible *list of communities* that have been consistently nominated for the Program but not selected. (completed)
2. Develop and implement an engagement plan in partnership with air districts as resources allow, focused on these Consistently Nominated Communities. (2024-2028)
3. Partner with U.S. EPA to identify resources to address air quality priorities of consistently nominated communities. (ongoing)
4. Partner with the *Strategic Growth Council* to leverage the Program and *Transformative Climate Communities goals* to improve air quality, land use decisions, and climate resilience. (ongoing)
5. Launch a \$27M Statewide Mobile Monitoring Initiative that will include meaningful and inclusive community engagement and outreach; include, as appropriate, consistently nominated communities in engagement and monitoring. (2024-2025)
6. Target outreach to representatives of the consistently nominated communities about opportunities to apply for *Community Air Grants*. (2024-2028)
7. Community-focused enforcement is a priority for CARB's Enforcement Division, and CARB staff will continue to conduct community-prioritized enforcement work in communities burdened by high cumulative exposure, including in the *Consistently Nominated Communities*. CARB will partner with local, tribal, regional, state, and federal agencies based on the nature of the community concerns. (ongoing)
8. Revise the *CAP Incentives 2019 Guidelines* to increase opportunities for disadvantaged communities,¹³ particularly those that have been consistently nominated, to use selected actions and stationary source project categories that were developed in the first five years of the program through the CERP process. These opportunities would be available statewide and implemented in partnership with communities. The CAP Incentives Guidelines update/revision process will include meaningful public engagement. (2024)

¹³ Disadvantaged communities are defined in California Health and Safety Code, section 39711 (SB 535, De León, Statutes of 2012, Chapter 830). Also see glossary for more information.

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Goal 7 - Use Community Air Grants to Build Community Capacity and Local Community Emissions Reduction Programs

AB 617 requires that air districts consult with “the state board, individuals, community-based organizations, affected businesses, and local governmental bodies in the affected community” as they adopt a CERP. 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*.

Statutory Language: *Health and Safety Code Section 44391.2, subdivision (c)(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). . .”

Statutory Language: *Health and Safety Code Section 44391.2, subdivision (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.”

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Objective

Ensure the Program continues to receive community direction through the retooling of the *Community Air Grants* to support grantees in developing their own "local" community emissions reduction plans (L-CERP), in partnership with air districts and CARB. L-CERPs are a community-conceived innovation, which is an emissions reduction plan developed by a Community Air Grant 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.

Priority Actions

1. Conduct a case study to inform how best to develop and refine the Request for Applications to promote development of L-CERP projects. (2023-2024)
2. Develop and provide training to future L-CERP Community Air Grant recipients to support successful outcomes. (2024)
3. Workshop the 2024 Community Air Grant Request for Applications to support the use of Community Air Grants in developing L-CERP that are based on full and authentic community participation in partnership with air districts and CARB. (2024)
4. Share information about how to engage in CARB's regulation development process. (ongoing)
5. Make Program funding information more accessible to communities in support of participatory budgeting. (ongoing)

Statutory Language: *Health and Safety Code section 42705.5, subdivision (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."

Statutory Language: *Health and Safety Code Section 40920.8, subdivision (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."

Goal 8 - Make Program and Air Quality Information and Tools More Accessible to Communities

The Program is built on transparency and information sharing, everyone benefits from being able to assess progress and learn from each other. 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.

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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, which is 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 *CAPCOA*, which is an association that represents the air districts throughout California, formed a temporary subgroup to develop responses to each question. (2024)
2. Launch a *uniform statewide reporting system* to annually report emissions of criteria pollutants and toxic air contaminants. (end of 2024)
3. Complete a *video series on Air Quality Fundamentals* in response to requests received from community members (2024)
4. Publish information about *Program funding budget* and funding allocations online. (ongoing)
5. Redesign the Community Air Protection Program webpages to align with the guidance provided in this Blueprint and to demonstrate progress towards commitments. (2023)
6. Host an online inventory of promising practices related to governance and power sharing. (2024)

Reporting on Progress

Beginning in 2024, and annually through 2028, the CARB Board will hear an informational update on progress in achieving the commitments described above. The update will also include the status of program implementation as described in Part Two of Blueprint 2.0. Key elements of program implementation include the status of CERP approval and implementation for selected communities, and progress in engagement with the Consistently Nominated Communities. The Board item will also serve as the annual consideration of community selection by the CARB Board, as appropriate. Beginning in 2025, this meeting will also include a report on updating the Consistently Nominated Communities list.

PART TWO - Implementation Guidance

Part Two of the Statewide Strategy is guidance for use by air districts, community residents, CBOs, local, tribal, regional, and state agency staff, and business and industry

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representatives to support continued engagement in the Program. Blueprint 2.0, including Part Two, applies to two tracks within the Program:

1. Communities that have been *selected* into the Program, to date.
2. At a minimum, the list of over 60 communities that have been *consistently nominated but not selected* for the Program over the last five years, which includes community self-nominations, communities identified through air district analysis, and those under consideration for the future.

The Statewide Strategy includes new pathways that preserve community direction to establish priorities and strategies through *Community Air Grant* funding. Regardless of whether a community receives a Community Air Grant, a community-focused enforcement initiative could be helpful in addressing certain air quality concerns. Finally, through a concurrent revision of the CAP Incentive Guidelines, CARB is increasing access to, and flexibility for, incentives used to support community-scale actions. These new pathways are based on lessons learned over the first five years of the Program.

The purpose of the 2023 Statewide Strategy is to accelerate the implementation of community scale actions to improve air quality and reduce exposures to air pollution.

There are four sections in Part Two:

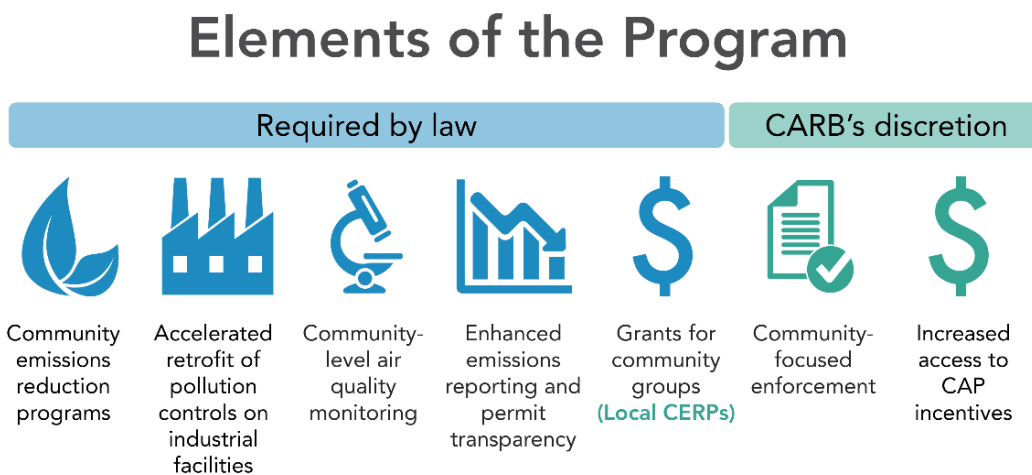
1. **Legal Foundation** - Includes statutory requirements of Program laws, civil rights and non-discrimination laws that must be met by CARB, air districts, and their contractors. This section also outlines required Program elements, funding, and other resources available through the Program. It provides recommendations on how you can meaningfully engage with partners to support and implement actions to improve air quality in your community. This section also describes practices and resources supporting Program transparency and accountability, including accessible information and tools on Program funding, processes, technologies, and data.
2. **Transforming Community Selection** - Describes the anticipated shift away from formal community selection over the next five years to the use of additional pathways that can support more impacted communities.
3. **New Pathways for Community Action** - Describes ways to help develop and implement actions to reduce emissions and exposure in your community. Focuses on new pathways to address air quality at the local scale in the *Consistently Nominated Communities*.
4. **Selected Communities** - Provides guidance and recommendations for supporting the *selected communities* in the Program to date, including developing, approving, implementing, and tracking CAMPs and CERPs. Also provides guidance on CSC composition, governance, and practices informed by the People's Blueprint, and introduces a streamlined CERP approval process.

Legal Foundation

Program Elements

This section describes elements required by law and other important elements within CARB’s discretion that serve as the Program foundation and are presented in Figure 4.

Figure 4: The Community Air Protection Program includes many elements aimed at reducing air pollution emissions and exposures, increasing penalties, and enhancing data transparency and accessibility.



Some of the main Program elements called for in statute include:

- CERPs that represent community priority air quality concerns and actions to address those concerns, including enforcement plans.
- Accelerated retrofit of pollution controls on industrial facilities (stationary sources) to bring additional reductions to communities across the state.
- Community-level air quality monitoring to provide needed information to communities and agencies.
- Enhanced emissions reporting to allow better tracking of emissions reductions.
- Increased penalty provision to deter violations.
- Grants to local community groups and tribes that provide needed funding to build capacity and participate in the Program.

Some of the Program elements where CARB has discretion in guiding implementation include:

- Focusing resources and attention on the communities that have been consistently nominated for the Program but not selected.
- Creating other pathways for community processes to improve local air quality.
- Implementing community-focused enforcement actions to address mobile sources and partnering with air districts to address stationary sources.

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- Increasing flexibility in the access to, and use of, CAP incentives to deliver emissions and exposure reductions in impacted communities.

Overview of CARB and Air District Regulatory Roles

CARB and air districts support communities by assisting members in understanding and accessing technical air quality data, local and statewide sources of air pollution, and the applicable rules and regulations. They also write and enforce rules and regulations. CARB administers and manages incentives funds, while air districts distribute grants and incentives through programs focused on building capacity and bringing clean technologies to communities sooner than required by law. The following section details CARB and air district responsibilities.

CARB

CARB is responsible for three types of emissions that affect air quality: *criteria air pollutants*, *toxic air contaminants*, and *greenhouse gas emissions*. In California, CARB is the state air quality agency, while *35 local air districts* have regional responsibilities for controlling air pollution. The specific responsibilities depend on the type of pollutant and the source of emissions (mobile sources like cars and trucks versus stationary sources like power plants and factories). The law governing the Community Air Protection Program addresses the local impacts of criteria air pollutants and toxic air contaminants from both mobile and stationary sources.

For information about CARB's efforts related to greenhouse gas emissions, please visit CARB's *Climate Change Programs* website.

For *criteria air pollutants*, CARB is responsible under state and federal law to ensure compliance with *State and federal air quality standards*. This includes authority to adopt and implement regulations to reduce criteria air pollutants related to mobile sources like passenger vehicles and heavy-duty trucks, fuels, as well as consumer products like household cleaners and spray paint.

For *toxic air contaminants*, under State law, CARB also adopts and implements measures for mobile and stationary sources. Stationary source controls for toxic air contaminants are implemented, in part, by *air districts*.

Some pesticides are also listed as toxic air contaminants. The California Department of Pesticide Regulation (DPR) has primary and broad authority to regulate pesticides. CARB has more limited authority. CARB may only regulate the emissions of pesticides that are toxic air contaminants and in any regulation, CARB cannot regulate the use of pesticides—that is, where, when, and how pesticides are used. CARB supports DPR in the use of its broad authorities to limit harmful exposures to pesticides impacting communities across the State.

Historically, state and federal laws have directed regulatory actions to address air quality pollution at the statewide and regional levels. CARB's statewide measures include a variety

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of approaches to reduce emissions such as regulations, policies, incentives programs, air monitoring and air pollutant *emissions inventories*, and mitigation efforts. In some cases, CARB regulations include provisions to reduce specific exposures near sensitive receptors like schools, day care facilities, or hospitals.

Air Districts

Regional actions are largely controlled by air districts, and include regulations, *rules*, guidance, and stationary source *permitting*. The *35 local air districts* are generally responsible for addressing criteria air pollutants and toxic air contaminants from industrial and commercial stationary sources, and sources of residential air pollution, such as wood burning. Nearly all stationary equipment that emits into the atmosphere requires an air district permit. Air districts also have the authority to adopt transportation control measures and indirect source review rules to help reduce criteria air pollutants and toxic air contaminants from mobile source traffic and congestion.

For criteria pollutants, air districts and CARB work together to develop *state implementation plans* for each region that describe how their respective stationary and mobile source regulations, rules, and measures will meet or maintain the federal *ambient air quality standards* for each pollutant. Regions that do not meet ambient air quality standards for certain pollutants are described as “in nonattainment” with the goal to reach “attainment” for those standards. Attainment status information for each district is available through the *Ambient Air Quality Standards Designation Tool*. The stringency of air district programs varies considerably across the State based on regional ambient air quality attainment status. For decades, the regulatory system focused on statewide or regional controls.

Statutory Requirements of the Community Air Protection Program

With the adoption of AB 617 in 2017, air districts are required to take on additional responsibilities to address air quality concerns in communities disproportionately burdened by high cumulative air pollution exposure. These actions include:

1. Air districts that are in nonattainment for one or more air pollutants must adopt an *expedited schedule* for the implementation of *best available retrofit control technology* for certain stationary sources regulated under the *Cap-and-Trade Program*.
2. Air districts must report into CARB’s *uniform statewide reporting system* to annually report emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources.
3. If selected by the CARB Board for development of a CAMP, air districts may require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring.
4. For communities selected for CAMPs, air districts must deploy a monitoring system and provide CARB the air quality data produced by the system.

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5. For communities selected by CARB for CERPs, air districts must adopt a CERP that includes emissions reduction targets, specific reduction measures (actions), a schedule for the implementation of measures, and an enforcement plan.

CARB statutory requirements are grouped into themes of public transparency, reducing emissions, building capacity, air quality monitoring, and enforcement, all at the community scale. CARB and air district requirements for each of these are described in further detail below.

Public Transparency

- 1) Establish a statewide strategy (Blueprint) to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden and include criteria for development of community emissions reduction programs, and criteria shall include specific assessments related to identifying:
 - a. High cumulative exposure burdens;
 - b. Categories of contributing emissions sources;
 - c. If an air district should update and implement the risk reduction audit and an emissions reduction plan for certain facilities; and
 - d. Existing and available actions for reducing emissions from identified contributing sources, including best available control technology, best available retrofit control technology, and best available retrofit control technology for toxic air contaminants.
- 2) Develop three new database systems, including:
 - a. A uniform statewide system to annually report emissions of criteria pollutants and toxic air contaminants (*Criteria Pollutant and Toxics Emissions Reporting*);
 - b. An air monitoring portal that displays data from community air monitoring networks (*AQview*); and
 - c. A *Technology Clearinghouse* that identifies *Best Available Control Technology* (BACT) and *Best Available Retrofit Control Technology* (BARCT) for criteria air pollutants, and related technologies for the control of toxic air contaminants (*T-BACT*).

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Reducing Emissions at the Community Level

- 3) Develop and implement CERPs for selected communities that are consistent with statute and the Blueprint and shall result in emissions reductions in the community-based on monitoring or other data.

Building Capacity

- 4) Provide grants to CBOs and tribes for technical assistance and to support community participation in the Program.

Monitoring Air Quality at the Community Level

- 5) Prepare a monitoring plan “in consultation with the *Scientific Review Panel on Toxic Air Contaminants*, the districts, the *Office of Environmental Health Hazard Assessment* (OEHHA), environmental justice organizations, affected industries, and other interested stakeholders” that assesses sensing and monitoring technologies for toxic air contaminants and criteria air pollutants.
- 6) Select, in consultation with the air districts and the affected community, the highest priority locations to deploy *community air monitoring* systems.
- 7) Hold an annual public hearing on the status of implementing the network of community air monitoring systems and make recommendations for improvements.

Statutory Language: *Health and Safety Code Section 44391.2, subdivision (b)*

“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. The state board shall update the strategy at least once every five years. In preparing the strategy, the state board shall conduct at least one public workshop in each of the northern, central, and southern parts of the state.”

Enforcement at the Community Level

- 8) Have authority for increased penalties (*Health and Safety Code Sections 42400 and 42402*) for violations of CARB regulations related to stationary sources of criteria pollutants, greenhouse gas emissions, and toxic air contaminants, with annual adjustments based on the *California Consumer Price Index*.
- 9) Require that all CERPs contain an Enforcement Plan.

Statewide Strategy

The statutory law requires CARB to establish a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden and include criteria for development of CERPs. The Blueprint is

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the Statewide Strategy, and it envisions Program implementation through many CARB-wide regulatory and non-regulatory efforts in addition to requirements in statute.

Enhanced Reporting of Pollutant Emissions

Statutory Language: Health and Safety Code Section 39607.1:

“The state board, in consultation with districts, shall establish a **uniform statewide system of annual reporting of emissions** of criteria pollutants and toxic air contaminants for a stationary source. The state board shall require a stationary source to report to the state board its annual emissions of criteria pollutants and toxic air contaminants using the uniform statewide system of annual reporting...”

Program statutes contain several requirements to enhance data reporting and transparency across the state. CARB and the air districts are required by [AB 197](#) to work together to establish a uniform annual emissions reporting system for the emissions of criteria air pollutants and air toxics from stationary sources. The reporting regulation became effective January 1, 2020, with amendments effective January 1, 2022. The [Criteria Pollutant and Toxics Emissions Reporting Program \(CTR\)](#) supports the mandates of [AB 617](#), [AB 197](#), and [AB 2588](#), and continues California’s

environmental leadership by establishing innovative new policies to improve air quality including the tracking and reporting of harmful emissions from stationary sources.

Air districts are responsible for permitting stationary sources of air pollution, and in almost all cases, will be reporting annual emissions data to CARB beginning on August 1, 2023.

CARB is taking advantage of the latest technology to improve its system for reporting, managing, and publishing emissions data collected through CTR and the [Emission Inventory Criteria and Guidelines \(EICG\) “Hot Spots” Regulation](#). The Integrated Multi-Pollutant Emissions Inventory System has been initiated and will ultimately replace the existing legacy system (i.e., California Emissions Inventory Development and Reporting System). The Integrated Multi-Pollutant Emissions Inventory System is expected to be operational by the end of 2024. This will allow the public to access the most up-to-date data on the types and amounts of pollutants being emitted by stationary sources in their communities.

For information on the emissions reporting system, visit the [CTR website](#), or contact us at ctr-report@arb.ca.gov.

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Accessing Community-Scale Air Quality Monitoring Data

Statutory Language: *Health and Safety Code Section 42705.5, subdivision (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.**"

CARB has developed the *Community Air Quality Viewer (AQview)*, an innovative cloud-based data management system for collecting and providing access to community air monitoring data. AQview includes a mobile-friendly real-time map, time-series graphing tool, download tool for continuous monitoring data, and a repository for additional monitoring data and reports. For *communities selected* for CAMPs, air districts are required to

report air quality data produced by community air monitoring systems to CARB. These data are required to be displayed by CARB on the AQview website. AQview also hosts air quality monitoring data collected through *Community Air Grants* projects.

As AQview continues to develop, data from more air monitoring networks across the State will be added to the system to create a one-stop-shop for air quality monitoring data in California. The primary goal of AQview is to make it easier for the public to access, visualize, understand, and use air quality data for their own community science driven initiatives.

For information on AQview, visit the *AQview website*, or contact CARB's AQview team at aqview@arb.ca.gov.

Addressing Emissions from Mobile Sources

CARB's Current and Future Regulatory Efforts

Development of statewide regulations focused on achieving reductions in highly impacted communities are an important piece of the Statewide Strategy, Blueprint. The 2018 Program Blueprint featured a suite of regulations designed to bring emissions and exposure reductions to communities across the state. Some of those regulations have been approved and others are still in the development process. Table 1 lists CARB's recent and upcoming regulations intended to reduce emissions of *toxic air contaminants* and *criteria air pollutants* in communities affected by a high cumulative exposure burden.

Air pollutants in this table include (in order of appearance):

- *Particle Pollutants*, also called particulate matter (PM), are a complex mixture of small solid particles and liquid droplets found in the air. Particles that are 10 micrometers in diameter or smaller (about 1/7 the diameter of a single human hair), called PM₁₀, are a concern because they can pass through the throat and nose and enter the lungs and can cause adverse health effects including cardiovascular and respiratory hospitalizations, and premature death. Particle pollutants include:
 - *PM* - particulate matter includes all particle sizes.

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- *PM_{2.5}* - particulate matter less than 2.5 microns in size can penetrate the lungs more deeply and cause severe adverse health effects.
- *DPM* - diesel particulate matter is composed of carbon particles (“soot”, also called black carbon, or BC) and numerous organic compounds, including over 40 known cancer-causing organic substances. More than 90% of DPM is less than 1 micron in diameter (about 1/70th the diameter of a human hair), and thus is a subset of particulate matter less than 2.5 microns in diameter (PM_{2.5}).
- *NO_x* - A general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide (NO₂) and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO₂ is a criteria air pollutant and may result in numerous adverse health effect such as worsening asthma or lung irritation.
- *VOC* - volatile organic compounds are carbon-containing compounds that evaporate into the air. VOCs contribute to the formation of smog and could themselves be toxic. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints.
- *GHG* - greenhouse gases are atmospheric gases such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), ozone, and water vapor that slow the passage of re-radiated heat through the Earth’s atmosphere preventing it from escaping into space. If the atmospheric concentrations of these gases rise, the average temperature of earth’s lower atmosphere will gradually increase.
- *Hexavalent Chromium* is used in the manufacturing of paint, dyes, and pigments. Hexavalent chromium can also be a by-product of an industrial process, (e.g., thermal spraying, hard chromium electroplating, stainless steel welding, power plant combustion, refining, and leather tanning).
- *ROG* - reactive organic gas is a photochemically reactive chemical gas, composed of non-methane hydrocarbons, that may contribute to the formation of smog.

Table 1: CARB’s recent and upcoming regulations.

Regulation	Description	Action Timeline	Pollutant Controlled
<i>Advanced Clean Trucks Regulation</i>	A manufacturer zero-emission vehicles (ZEV) sales requirement (beginning in 2024) and a one-time reporting requirement for large entities and fleets.	Adopted in June 2020	NO _x , PM _{2.5} , GHG
<i>Cargo Handling Equipment</i>	The existing regulation sets in-use requirements for diesel cargo handling equipment at ports and rail yards, including but not limited to: yard trucks (hostlers),	CARB Board consideration	DPM, GHG

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Regulation	Description	Action Timeline	Pollutant Controlled
	<p>rubber-tired gantry cranes, container handlers, and forklifts.</p> <p>Amendments would transition to zero-emissions. In this potential action, all mobile equipment at ports and rail yards, including but not limited to: diesel, gasoline, natural gas, and propane-fueled equipment, would be subject to new requirements.</p>	<p>anticipated in 2028</p>	
<p><i>Chrome Plating Control Measure Amendments</i></p>	<p>Places restrictions on new hexavalent chromium plating facilities and requires modification of existing facilities until a phase-out of hexavalent chromium is complete.</p>	<p>Adopted in May 2023</p>	<p>Hexavalent Chromium</p>
<p><i>Commercial Harbor Craft Amendments</i></p>	<p>The 2022 amendments of the Commercial Harbor Craft regulation expanded applicability of the regulation to include more vessel types and require cleaner upgrades and newer technology.</p>	<p>Adopted March 2022</p>	<p>NO_x, DPM, PM_{2.5}, VOC</p>
<p><i>Drayage Trucks at Seaports and Rail Yards Amendment</i></p>	<p>Amendments were incorporated into the <i>Advanced Clean Fleets</i> regulation; this regulation's goal is to achieve a zero-emission truck and bus California fleet by 2045, where feasible.</p>	<p>Adopted in April 2023</p>	<p>NO_x, PM_{2.5}, GHG</p>
<p><i>Heavy-Duty Engine and Vehicle Omnibus Regulation</i></p>	<p>Increases the stringency of NO_x emissions standards and will also lengthen the useful life and emissions warranty of heavy-duty diesel engines for use in vehicles with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The more stringent NO_x emissions standards begin with the 2024 model year engines and become more stringent with 2027 and subsequent model year engines.</p>	<p>Adopted in September 2021</p>	<p>NO_x</p>
<p><i>Heavy-Duty Vehicle Inspection and Maintenance Regulation</i></p>	<p>Dubbed the <i>Clean Truck Check</i>, this program combines periodic vehicle testing requirements with other emissions monitoring techniques and expands enforcement strategies to identify vehicles in need of emissions related repairs and ensure any needed repairs are performed.</p>	<p>Adopted in December 2021</p>	<p>NO_x, PM</p>

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Regulation	Description	Action Timeline	Pollutant Controlled
<i>In-Use Locomotive Regulation</i>	Establishes a statewide regulation for all owners, operators, sellers, leaser, renters, or manufacturers to move to the cleanest available locomotives.	Adopted in April 2023	DPM, PM _{2.5} , NO _x , GHG
<i>In-Use Off-Road Diesel-Fueled Fleets Regulation Amendments</i>	The 2022 amendments for this regulation require that fleets phase out operation of their oldest and highest emitting off-road diesel vehicles, prohibits the addition of high emitting vehicles to a fleet, and requires the use of 99 percent or 100 percent renewable diesel in off-road vehicles. The 2022 amendments also enhance enforcement of the current regulation by including several additional requirements on entities that enter into contracts with fleets subject to the current regulation. In addition, the 2022 amendments introduce voluntary compliance flexibility options for fleets that adopt zero-emission technology.	Adopted in November 2022	NO _x , DPM
<i>Ocean-Going Vessels At-Berth Amendments</i>	The 2020 Regulation Amendments built on the successful 2007 At-Berth Regulation. They expanded emissions control requirements to more vessels, including two new vessel categories: tanker, and roll on-roll off (or “ro-ro”) vessels, and also includes new ports and terminals that serve these new vessel types.	Adopted in 2020	PM, NO _x
<i>Off-Road Zero-Emission Targeted Manufacturer Regulation</i>	Regulatory proposal being developed which will target manufacturers to accelerate the production and sale of zero-emission off-road equipment and powertrains starting in 2031.	CARB Board consideration anticipated in 2027	NO _x , PM
<i>Zero-Emission Forklift Regulation</i>	Regulatory proposal being developed to accelerate the transition of propane and gasoline forklifts to zero-emission technology starting in 2026.	CARB Board consideration anticipated in May 2024	NO _x , PM _{2.5} , ROG, GHG

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Addressing Emissions from Stationary Sources

Expedited Best Available Retrofit Control Technology

BARCT is an emissions limit stringency level that is typically required through an air district rulemaking process. The expedited BARCT requirements in AB 617 are a re-evaluation of those limits for certain source types across the state which are intended to provide benefits to residents statewide that live near industrial sources. In addition to the statewide benefits of expedited BARCT, implementation is intended to yield important emissions reduction benefits in disadvantaged communities.

Air districts that have not attained *national ambient air quality standards* for one or more air pollutants are required to adopt an expedited schedule by January 1, 2019, for the implementation of BARCT by December 31, 2023. The expedited BARCT schedules apply to each industrial source that as of January 1, 2017, was subject to the *Cap-and-Trade program*. This requirement addresses sources that fall within 18 air districts across the state. The adopted schedules must give highest priority to permitted units that have not modified emissions-related permit conditions for the greatest period of time to promptly reduce emissions in communities located near these sources. The schedule does not apply to emissions units that have implemented BARCT due to a permit revision or new permit issuance since 2007.

Statutory Language: *Health and Safety Code Section 40920.6, subdivisions (c) and (d)*

“(c)(1) On or before January 1, 2019, each district that is a nonattainment area for one or more air pollutants shall adopt an **expedited schedule for the implementation of best available retrofit control technology (BARCT)**, by the earliest feasible date, but in any event not later than December 31, 2023.

(2) The schedule shall apply to each industrial source that, as of January 1, 2017, was subject to a market-based compliance mechanism adopted by the state board pursuant to subdivision (c) of Section 38562.

(3) The schedule shall give highest priority to those permitted units that have not modified emissions-related permit conditions for the greatest period of time. The schedule shall not apply to an emissions unit that has implemented BARCT due to a permit revision or a new permit issuance since 2007.

(d) Prior to adopting the schedule pursuant to paragraph (1) of subdivision (c), a district shall hold a public meeting and take into account:

(1) The local public health and clean air benefits to the surrounding community.

(2) The cost-effectiveness of each control option.

(3) The air quality and attainment benefits of each control option.”

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CARB maintains a [webpage that tracks the progress of the 18 air districts on achieving the commitments made on their expedited BARCT schedules](#).

The statute requires CARB to establish and maintain a statewide [Technology Clearinghouse](#) (statewide clearinghouse) to identify the best available technologies for reducing criteria pollutant and toxic air contaminant emissions and that districts must use in determining what appropriate emissions control technologies are required for stationary sources.

Statutory language specifically states that the statewide clearinghouse must include information on the best technologies for reducing emissions, namely [BACT](#), [BARCT](#), and related [technologies for the control of toxic air contaminants](#) (T-BACT).

The 2018 Program Blueprint called for the Technology Clearinghouse to be used to identify rules, regulations, technologies, or practices that could offer emissions or exposure reduction opportunities within impacted communities. This includes forward-looking information on new technologies to support continued advancements, and opportunities to install clean technologies that achieve reductions beyond existing regulatory requirements.

Under AB 617, air districts are required to use the information in the statewide Technology Clearinghouse when updating their [BACT determinations](#). Separate from AB 617, air districts are required to report their BACT determinations to CARB, as a condition of receiving U.S. EPA "105" grant funding.

Since the adoption of AB 617 in 2017, CARB has worked closely with air districts, community advocates, technology manufacturers and industry to ensure that the Technology Clearinghouse is a useful tool that can help users identify opportunities for emissions reductions from sources operating in communities burdened by high cumulative exposure. During this process, CARB and the air districts have also worked together to provide enhanced transparency on stationary source regulatory requirements, with the development of new webpages and a webpage that answers community questions on stationary source permitting, including expedited BARCT. Detailed information can be found on the [Stationary Source Permitting - Community Questions](#) webpage when filtering for the category "Expedited BARCT." This resource includes lessons learned, such as examples of innovative actions used by air districts to ensure community-level benefits. The Technology Clearinghouse will significantly enhance public clarity on emissions reduction opportunities by displaying data in user-friendly ways and improving public access to supporting documentation. CARB will continue working with the air districts to identify Next Generation Technologies to support the use of clean technologies for stationary sources in

Statutory Language: [Health and Safety Code Section 40920.8](#)

"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."

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disadvantaged communities. To help prioritize this work, a new webpage has been created that allows the online submission of [public requests for the review of technologies](#).

For information on the Technology Clearinghouse, visit the [Technology Clearinghouse website](#), or contact us at TechnologyClearinghouse@arb.ca.gov.

Making Stationary Source Permits More Accessible

In September 2022, the first bill to amend AB 617 was signed into law. [AB 1749](#) requires air districts to enhance public availability of information on stationary sources by publishing all permits on air district websites. This requirement applies to air districts with a population of 1,000,000 or more persons, which currently includes these air quality management districts (AQMD) and air pollution control districts (APCD): Bay Area AQMD, Sacramento Metropolitan AQMD, San Diego APCD, San Joaquin Valley APCD, and South Coast AQMD. Prior to the adoption of this language, three air districts (South Coast AQMD, Santa Barbara County APCD, and Mojave Desert AQMD) had published online tools dedicated to displaying facility operating permits.

Statutory Language: [Health and Safety Code Section 44391.5, subdivision \(b\)](#)

"A district with a population of 1,000,000 persons or more that issues permits to stationary sources of criteria air pollutants or toxic air contaminants shall make available on an easily identifiable location on the district's internet website all permits issued by the district for those stationary sources."

Enhanced Penalties

AB 617 increased penalties from \$1,000 to \$5,000 per violation per day for violations of rules applicable to stationary sources of criteria pollutants, greenhouse gas emissions, and toxic air contaminants ([Health and Safety Code Sections 42400 and 42402](#)). The statute also requires the amount for these penalties to be annually adjusted based on the California Consumer Price Index. This means the penalties are adjusted annually to reflect inflation and means the amounts generally increase annually.

As required by statute, CARB annually adjusts the penalties and describes the adjustments in a memo posted on its website, [California Consumer Price Index-Increased Maximum Penalties](#).

Assessment of Communities

AB 617 requires CARB to include, as part of the statewide strategy, CERP development criteria that are based on the assessment of high cumulative exposure burdens from [toxic air contaminants](#) and [criteria air pollutants](#). The statute also directs CARB to prioritize for selection disadvantaged communities and sensitive receptor locations based on modeling information, air quality monitoring data and existing public health data. Although not

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required by law, in the 2018 Program Blueprint, CARB also created a community self-nomination process.

Nominations from air districts, community-based organizations, and community nominations are the basis of the *Consistently Nominated Communities* list. The list tracks community nominations and air district priorities since August 2018, the first year of the Program, through August 2022. The list will be updated annually, beginning in 2025, to allow for a focus in 2024 on the existing list.

Statutory Language: *Health and Safety Code Section 42705.5*

"...any district containing a location selected pursuant to this subdivision shall deploy a community air monitoring system in the selected location or locations. In implementing this subdivision, the district may require any stationary source that emits pollutants in, or that materially affect, the highest priority locations identified pursuant to this subdivision to deploy a fence-line monitoring system or other appropriate real-time, on-site monitoring, taking into account technical capabilities, cost, and the degree to which additional data would materially contribute to an understanding of community risk."

Community Air Monitoring Plans

Statute requires CARB to select the highest priority locations in the State for the deployment of "community air monitoring systems" (also referred to as CAMPs), which are implemented by air districts.

The law allows the air district to require a stationary source that emits air pollutants in the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. Air districts are required to provide CARB the air quality data produced by their monitoring systems.

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Community Emissions Reduction Programs

For *communities selected by CARB* for the preparation of CERPs, the statute requires air districts to adopt a CERP within one year (or two years if CARB and a majority of the CSC agree).

The statute further requires that the CERP be submitted to CARB for review and action, such as approval, within 60 days of the receipt of the CERP. CARB is also required to develop and implement the applicable mobile source elements in the draft CERP.

Non-Discrimination Laws and CARB

In addition to program statutes, non-discrimination laws also apply to CARB and air districts in the operation of all programs, including the Community Air Protection Program. Under these laws, every person has a civil right to participate in the Program free from discrimination based on protected categories.

The laws described in this section are focused on prohibition of discrimination in government programs and activities that provide services, benefits, and access to services and benefits to the public. The legal prohibition on discrimination also addresses employment discrimination at CARB, however those requirements are not discussed here.

Federal Non-Discrimination Laws

There is a set of relevant *federal civil rights laws* that address discrimination including: Title VI of the Civil Rights Act of 1964, as amended (Title VI); Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; Title IX of the Education Amendments of 1972; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972. Title VI provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving

Statutory Language: *Health and Safety Code Section 44391.2*

“Within one year of the state board’s selection, the district encompassing any location selected pursuant to this subdivision shall adopt, in consultation with the state board, individuals, community-based organizations, affected industry, 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...”

“A district, with the agreement of the state board and a majority of the persons who are designated by the district to participate in the development and adoption of the community emissions reduction program, may take up to one additional year to adopt a community emissions reduction program pursuant to subparagraph (A).”

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federal financial assistance.”¹⁴ The other federal laws listed above prohibit discrimination based on disability, age, and sex.¹⁵ This document will refer to these laws as “federal non-discrimination laws.”

The following list provides relevant information about how these laws are implemented:

- Federal laws and implementing regulations adopted by federal government agencies provide procedures for determining and addressing violations of the prohibition on discrimination.
- The prohibition of discrimination includes unintentionally causing disparate impacts under any program or activity receiving federal financial assistance.
- The U.S. Department of Justice (DOJ) and the U.S. EPA implement these laws. Each agency has adopted binding regulations and released non-binding policy guidance documents. These two federal agencies have oversight over CARB’s compliance with these laws and their regulations in the agency’s programs and activities.
- Oversight could occur through a discrimination complaint investigation or through a civil action by these two agencies against CARB. An individual may file a civil suit against CARB for a violation of federal civil rights laws for discrimination, but not for unintentionally causing disparate impacts. However, as described below, an individual may file an administrative complaint either with CARB, U.S. DOJ, or with U.S. EPA.
- The consequences of violation found by one of these agencies can include loss of federal funds or a requirement to take an appropriate action to remedy the discrimination or disparate impacts. In some instances, administrative complaints may be resolved through dispute resolution resulting in a settlement. A court who makes a finding of a violation of federal law could also require appropriate actions to remedy the discrimination.
- As stated above, the obligation to not discriminate arises because CARB accepts and uses federal public funds in administration of its programs and activities that provide benefits and services to the public. CARB cannot use federal funds to discriminate or unintentionally cause disparate impacts, based on race, color, national origin, disability, age, or sex.

¹⁴ Section IV- Interplay of Title VI with Title IX, Section 504, the Fourteenth Amendment, and Title VII: www.justice.gov/crt/fcs/T6manual4.

¹⁵ The collective federal non-discrimination laws include Title VI of the Civil Rights Act of 1964, as amended; Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; Title IX of the Education Amendments of 1972; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972.

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- These federal obligations also apply to the air districts who receive federal financial assistance or who receive funding from CARB, which receives federal financial assistance.

State Non-Discrimination Laws

The relevant State laws that protect this civil right include *California Government Code Section 11135* (Gov. Code sec. 11135). Gov. Code sec. 11135 prohibits discrimination in any program or activity that is conducted by a state agency, funded by the State, or receives any financial assistance from the State based on protected categories listed in state law. California state law protects a broader set of categories than federal law, and these categories include race, color, national origin, age, sex, disability, mental or physical disability, ethnic group identification, ancestry, religion, marital status, sexual orientation, gender identity, gender expression, medical condition, genetic information, and military or veteran status.

- This prohibition includes unintentional disparate impacts caused by any program or activity receiving State assistance.
- The *California Civil Rights Department* implements and has oversight over this law through binding regulations found in the California Code of Regulations, title 2, sections 11140 et seq. This state department has oversight over CARB's compliance with these laws and their regulations in the agency's programs and activities.
- The consequences of violations of this prohibition can include loss of state funds or other relief acted upon based on administrative or civil action by the California Civil Rights Department or individuals who file civil actions to enforce it.
- These state obligations also apply to the air districts who receives funding or financial assistance from the State or through CARB.

The California Constitution also prohibits discrimination or preferential treatment based on race, sex, color, ethnicity, and national origin in public contracting, public education, and public employment (*California Constitution, Article I, Section 31*). This prohibition is referred to as "Proposition 209," the title of the Proposition that California voters authorized adopting this prohibition into the California Constitution. Proposition 209 does not prohibit race-consciousness, collection of data on protected categories in a manner otherwise consistent with law (for example, collecting data on race to better understand racial disparities), recordkeeping or other measures that do not discriminate or grant preferential treatment based on race, sex, color, ethnicity, and national origin.

Making a Discrimination Complaint

Complaints about CARB or air districts' compliance with civil rights laws may be filed with CARB or other government agencies.

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To complain about compliance with federal civil rights laws, an individual may file a complaint with:

- *CARB's Civil Rights Officer,*
- *U.S. EPA,* or
- *U.S. DOJ.*

To complain about compliance with state civil rights laws, an individual may file a complaint with:

- *CARB's Civil Rights Officer,* or
- *California Civil Rights Department.*

CARB's Civil Rights Policy and Discrimination Complaint Process provides CARB's policy to prohibit discrimination and ensure full and equal access to the benefits of all programs or activities administered by CARB. CARB will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by CARB. Members of the public who believe they were unlawfully denied full and equal access to a CARB program or activity may file a civil rights complaint with the CARB Civil Rights Officer using the Civil Rights Complaint Form (*CARB Form EO/EEO-033*¹⁶). This nondiscrimination policy also applies to people or entities, including contractors, subcontractors, or grantees that CARB uses to provide benefits and services to members of the public.

Learn more about CARB's civil rights policy and the discrimination complaint process by contacting CARB at EEOP@arb.ca.gov or visiting this CARB webpage, *California Air Resources Board and Civil Rights*.

Working Together

A solid legal foundation is essential, but it is not enough to address the deep disparities in air quality in California. Collaboration and partnership among all affected and involved parties plays a fundamental role in addressing air quality challenges and achieving meaningful outcomes. In the pursuit of improving community air quality, no single entity can accomplish the task alone. It is through collective effort, shared knowledge, and coordinated actions that we can effectively tackle complex issues. This section highlights the significance of working together, emphasizing the power of partnerships and collaborations in generating innovative solutions, leveraging resources, and fostering a collective sense of ownership. By embracing collaboration, we can create an environment where diverse

¹⁶ Civil Rights Complaint Form, revision 7/2019 can be accessed here: ww2.arb.ca.gov/sites/default/files/2023-01/eo_eeo_033_civil_rights_complaints_form.pdf Updates will be posted on the CARB Civil Rights webpage: ww2.arb.ca.gov/california-air-resources-board-and-civil-rights.

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perspectives, expertise, and experiences converge to create sustainable change for healthier communities.

Engaging with Partners in the Community Air Protection Program

AB 617 requires CARB and air districts to consult with a broad range of groups when implementing the Program. Partnership and collaboration are crucial for developing and implementing actions that reduce emissions and exposure, leading to better community health under the Program.

This section provides example of various forms of engagement that CARB has seen across the State in the first five years of this Program.

Transparent and Inclusive Processes

Public engagement in policy development should prioritize diverse representation, especially from those impacted by poor air quality. It should value different viewpoints, recognize the community's contributions, and foster collaborative decision-making. To achieve equitable partnerships and successful outcomes, meaningful community involvement and engagement should begin early in the planning process and continue throughout implementation.

Involving and listening to residents and other affected groups during decision-making processes increases the likelihood of developing innovative, effective, and equitable air pollution reduction actions that align with community priorities. Meaningful community engagement:

- Is based on equitable processes that empower people, particularly impacted residents, to be part of decision-making that affects their lives and communities;
- Increases trust between agencies, organizations, and the community;
- Increases the likelihood that projects, programs, or plans will be accepted;
- Creates more effective solutions;
- Improves a community's knowledge of the project, program, or plan; and

Statutory Language: *Health and Safety Code Section 44391.2, subdivision (c)(2)*

"...the district encompassing any location selected pursuant to this subdivision shall adopt, **in consultation with** the state board, individuals, community-based organizations, affected industry, 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)."

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- Delivers a better project, program, or service with diverse ideas that promote equity and inclusion.¹⁷

To ensure meaningful involvement, diverse and inclusive communication and outreach tools should be used, removing barriers to engagement. Effective engagement, as emphasized in the *People's Blueprint*, involves using *plain language, language access* that offers translation and interpretation services when needed, clearly stating the purpose of presentations and discussions, ensuring accessibility, allowing sufficient time for community review of materials, and framing discussions appropriately. To create an inclusive process, public agencies should:

- Engage community members, businesses, organizations, and other affected groups through diverse outreach methods including in-person, virtual, digital, audio, and printed approaches;
- Collaborate with local leaders to help reach community members outside of traditional approaches;
- Ensure effective communication by using languages spoken by community members and providing accessibility for people with disabilities and diverse needs;
- Bridge racial, cultural, and economic barriers that affect participation;
- Acknowledge the community's environmental justice history, be open to working in a multilingual environment, and demonstrate awareness and sensitivity towards the community's cultural and racial diversity;
- Build trust with partners by co-developing with the community a meeting code of conduct to help ensure respect for all participants and their concerns;
- Employ third-party or other skilled facilitation to help navigate diverse perspectives and ensure everyone can actively contribute to the conversation;
- Transparently track commitments to the community;
- Involve the community in budgeting discussions and funding decisions, whenever possible;
- Use both quantitative and qualitative accountability tools to help improve communication, equity, and outcomes; and
- Consider compensation for the community's time and efforts, whenever possible.

To promote trust and positive outcomes, agencies should prioritize transparency, enabling community involvement and informed decision-making. This includes collaborating with partners to develop processes, actions, and solutions that support equity, such as CSC charters, air pollution reduction actions, and incentive project plans.

¹⁷ U.S. Department of Transportation. *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*. October 2022.

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Sharing Power and Collaboration

To ensure fairness and sustainability in project outcomes, it is important for those in positions of authority to actively share power and collaborate with community members. This collaboration goes beyond the required consultation and is essential for the success of the Program. Actions can be developed together through the CSC process and can include partnership agreements, working groups, or collaborative work plans.

Community members, including impacted residents, who live and work in these communities have valuable knowledge and expertise. They should play a leading role in collaborating with air districts, CARB, affected businesses, and other public agencies to develop and implement local action plans.

Strong partnerships are vital for successful emissions and exposure reduction actions. They enable collaboration across different jurisdictions and incorporate industry and business perspectives to find practical solutions that align with community air monitoring and emissions reduction goals. With community involvement and support from CARB, air districts should continue to nurture local partnerships from the early stages of community collaboration through the development and implementation of action plans.

Examples of effective partnerships include:

- Rural CSCs and air districts have worked with local agricultural commissioners and the *California Department of Pesticide Regulation* to address agricultural-related emissions, and pesticide use.
- Port CSCs, such as West Oakland, Stockton, and San Diego, have integrated Port representatives into their committee structures.
- Air districts have reached out to school districts to partner on indoor classroom air filtration, zero-emission school bus programs, air quality notification systems, and idling-reduction actions.
- Community leaders have facilitated the engagement of school districts in a *biomonitoring* project conducted by the *OEHHA*.
- To address exposure concerns, many communities and air districts have opened dialogues with land use and transportation agencies in their area.
- CARB has worked with *CalGEM* and the *California Natural Resources Agency* through the *Methane Task Force* and in coordination with air districts, to focus inspections on oil and gas wells in communities that have identified these concerns as a priority.
- San Joaquin Valley APCD and Shafter CSC have met with businesses in the Shafter community to discuss opportunities to reduce heavy-duty truck idling and are collaborating with Wonderful Orchards on vegetative barrier projects.

These examples show how the Program brings together community members, public agency staff and business/industry, with knowledge, technical expertise, and the authority to implement solutions for cleaner air. Partnerships are valuable for collective problem-solving,

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particularly to address issues beyond the authority of CARB or air districts, with the goal of improving air quality at the community scale.

Office of Environmental Health Hazard Assessment

OEHHA is the lead state agency for the assessment of health risks posed by environmental contaminants. OEHHA's mission is to protect and enhance the health of Californians and the state's environment through scientific evaluations that inform, support, and guide regulatory and other actions. OEHHA partners with CARB and air districts to work with communities in two main ways.

Produce Community Driven Data Tools

- *Biomonitoring California*: OEHHA conducts biomonitoring studies in collaboration with the *Department of Toxic Substances Control*, and community, academic, and research partners at Biomonitoring California. Biomonitoring is a community-driven collaborative approach to research that aims to measure chemicals in a person's body, usually by analyzing blood or urine samples. Data from biomonitoring studies can demonstrate chemical exposures, such as from industrial facility emissions, traffic, and consumer products, that may, in part, help explain health impacts. Biomonitoring can be used to track exposures over time, help identify highly exposed communities, and support the evaluation of efforts to reduce chemical exposures. Community biomonitoring studies can also complement community air monitoring efforts by helping to identify sources of exposure in communities and evaluating the effectiveness of exposure reduction measures, like indoor air filtration in schools. CARB, OEHHA, and air districts will continue to partner in guiding how and where biomonitoring resources can be deployed in the Program.
- *CalEnviroScreen*: CalEnviroScreen is a tool for evaluating cumulative impacts: OEHHA can continue to use the CalEnviroScreen mapping tool to help identify California communities that are most impacted by multiple sources of pollution, and where community members may be especially vulnerable to pollution's effects. CalEnviroScreen data can be used to help identify and evaluate cumulative impacts in communities that have been consistently nominated for the Program, in collaboration with CARB and air districts.

Perform Health, Exposure, and Vulnerability Assessments:

- *Health Guidance Values*: OEHHA can establish health guidance values for chemicals that are found in overburdened communities and enhance risk assessment processes to inform decision-making for these communities.
- *Community Science*: OEHHA with CARB and other California Environmental Protection Agency (CalEPA) partners is developing a comprehensive guide for implementing community science projects. The guide will support communities to design research studies and meaningfully participate in scientific data collection and

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analysis to inform health and exposure mitigation measures. OEHHA can support the implementation of community science projects to strengthen community capacity and empower communities to inform decision-making for implementing community air protection initiatives to improve air quality and health outcomes.

- Tracking Success and Program Implementation: CARB, in collaboration with OEHHA and air districts, can develop evaluation metrics and tracking mechanisms for evaluating progress and changes in community-level health outcomes resulting from CERP actions implementation and other air quality improvement efforts, using research and data tools.
- Health Disparities Evaluation Methods: OEHHA, in collaboration with UC Berkeley, developed a model designed to evaluate health disparities in different populations exposed to PM_{2.5}. The model combines the power of two established modeling tools - *InMAP* to estimate PM_{2.5} exposure and *BenMAP* to estimate avoided premature mortality. OEHHA can use this model to track racial, ethnic, and other health disparities over time in communities that are participating in the Program.

Working with CARB and Your Air District

When engaging with agencies in this Program, it helps to understand their respective authorities and regulatory roles. This section provides information on the authorities of CARB and air districts, as well as the critical role of community members.

The Role of CARB

CARB plays a key role in the Program by overseeing its implementation and partnering with communities to carry out CARB-related actions. CARB and air district staff regularly coordinate on a community-by-community basis as well as for the Program as a whole.

CARB's role is to:

- Set requirements for and oversee the Program;
- Provide Program expertise and technical guidance;
- Convene federal, state, tribal or local agency partners to address concerns outside of CARB's authority in partnership with air districts and community;
- Adopt and enforce statewide air quality rules and regulate mobile sources, including emissions from heavy-duty trucks;
- Administer funding based on legislative directives;
- Serve as a partner in CSCs; and
- Support recipients of Community Air Grants.

The Role of the Air District

The first step in understanding the role of your local air district is to identify which district covers your area. Search for your [air district by county](#) or [enter your zip code](#) to find your air district.

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Air districts are primary partners in the Program that:

- Convene a CSC or other form of local representation;
- Develop and implement CERPs, CAMPs, or other forms of partnerships and work plans;
- Manage incentives programs, like the *Community Air Protection Incentives*, to support actions that address localized air pollution in the most impacted communities;
- Adopt and enforce local air quality rules regulating *stationary* and *area* sources; and
- Review and issue air quality permits to regulated facilities across the air district.

The Role of Communities

Public participation is crucial for the Program's success. CARB and air districts need to have a clear understanding of the community concerns to offer effective support in improving air quality and reducing emissions. Community members can engage with air districts and CARB in various ways within the Program. Community members can contact CARB's *Office of Community Air Protection* by email at communityair@arb.ca.gov to become involved with the Program.

Community members are primary partners that:

- Hold expert knowledge of the local community, its people, practices, businesses, political environment, history, geography, and more;
- Are often members of CBOs that hold deep, historical knowledge because they have been working locally for cleaner air, improved health, and environmental justice for decades; and
- Hold a future vision for their neighborhoods and are ready to lead efforts to its realization.

Building Capacity

Capacity building is defined by the United Nations "as the process of developing and strengthening the skills, instincts, abilities, processes, and resources that organizations and communities need to survive, adapt, and thrive..."¹⁸ and is a vital aspect of the Program. To ensure that the Program benefits impacted communities across the State, CARB, air districts, and communities must collaborate to raise awareness and provide orientation to new communities and members about the different components of the Program.

¹⁸ United Nations on Capacity Building. www.un.org/en/academic-impact/capacity-building.

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Capacity Building for CARB and Air Districts

CARB advises air districts and other participating agencies to familiarize themselves with Blueprint 2.0 and take advantage of training resources in the [Community Air Protection Program Resource Center](#) (Program Resource Center). CARB recommends training opportunities on environmental justice, racial equity, conflict resolution, and meaningful public engagement for anyone working in the Program. The [People's Blueprint](#) emphasizes the significance of agency staff members being trained in the fundamental aspects of the Program, its vision, and the guiding policies that govern participation.

CARB staff actively pursue training to enhance their understanding of [environmental justice principles](#), improve communication skills, and enhance public engagement and participation. They participate in training courses like "Advancing Racial Equity at CalEPA" based on curriculum from the [Government Alliance on Race and Equity](#) and "Planning for Effective Public Participation" offered by the [International Association for Public Participation](#). CARB is also creating a [Community Engagement Model](#) in partnership with community representatives. In tandem with the Community Engagement Model, CARB is piloting the use of a Racial Equity Lens, which is a data driven process of inquiry for staff in assessing the equity impacts of policies, programs, and actions undertaken by CARB.

CARB has developed a [Racial Equity Vision and Framework](#) that guides CARB's efforts to advance racial equity. On September 13, 2022, Governor Gavin Newsom signed [Executive Order N-16-22](#) directing state agencies and departments to take additional actions to embed equity analysis and considerations in their mission, policies, and practices. To contact CARB staff about this work, email us at equity@arb.ca.gov.

Capacity-Building for Community Members

CARB and air districts support communities by assisting members in understanding technical air quality data, including air monitoring, [emissions inventories](#), local and statewide sources of air pollution and rules and regulations. This involves effectively communicating complex information in a way that is accessible and inclusive, ensuring that all audiences can understand and actively participate in discussions about these topics.

While CARB and air districts provide ongoing support, it is crucial to recognize the essential role that community members play as valuable resources for each other, agencies, and new communities as the Program grows. Community members, especially those who participate in CSCs, are vital contributors to local-scale air quality improvement. CARB and air district staff acknowledge that community members are often the most knowledgeable individuals in the room, serving as teachers and mentors. Through collaboration, CARB, air districts, and community members can create a learning-focused environment that prioritizes information sharing and strengthens the Program's capacity-building initiatives.

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Community Air Grants for Capacity-Building

Community Air Grants provide resources to support community-based, non-profit organizations and California tribal governments as they participate in bringing cleaner air to their communities. People who live and work in communities that are highly burdened by cumulative air pollution hold valuable knowledge about their neighborhoods and a vision for their desired community outcomes. This Program provides an opportunity to incorporate community and tribal community expertise and guidance into the creation and implementation of clean air initiatives. The Program emphasizes local actions by providing Community Air Grants that support CBOs and tribal governments as they build capacity and become active Program partners. The grants can be applied toward projects that monitor, identify, evaluate, and reduce air pollution emissions and exposure in local communities. Table 2 provides a list of example activities that can help build capacity and may be funded through a Community Air Grant.

Table 2: Examples of eligible activities that may be funded through Community Air Grants when applied to Program activities.

Community Air Grant example activities eligible for funding:	Community engagement and outreach
	Hiring consultants and/or technical experts
	Travel and logistical support to host and/or attend meetings (room rental, facilitation, transportation)
	Community-operated air monitoring
	Data collection and analysis (includes community-based participatory research projects)
	Emissions reduction strategy development
	Support Local Community Emissions Reduction Plans (L-CERP)

Providing Resources to Support Communities

Other grant programs might be available to help communities build capacity to partner with agencies to improve local air quality. For example, the *James Cary Smith Grant Program* administered by the Bay Area Air Quality Management District provides funding for community-based projects in areas highly affected by air pollution in the Bay Area. Other grant programs that could support engagement in this program include the *CalEPA Environmental Justice Small Grants Program*, *Strategic Growth Council's Transformative Climate Communities* or the *USEPA Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program*.

Transparency and Accountability

Transparency and accountability are vital to empower communities, build effective partnerships, and address priority air pollution concerns. When the process is open, clear, and transparent, it ensures that relevant information is accessible to all and fosters trust and active engagement. To make progress toward improving local air quality, it is important to hold all partners and participants accountable for their actions and decisions, ensuring that commitments are fulfilled. This section provides resources and guidance related to Program funding and promoting funding transparency, and guidance on using open, transparent processes and practices.

Community Air Protection Program Funding

Community Air Protection Program funding is allocated by the State Legislature. Allocation is the process of assigning money or resources to a particular program or recipient. The Legislature provides funding through the State's annual budget process to CARB and air districts to run the Program. Each year, the Legislature passes budget legislation (Budget), which is signed by the Governor, and then the funding described in the legislation is allocated to CARB in three categories:

- (1) Implementation,
- (2) *Community Air Protection Incentives*, and
- (3) *Community Air Grants*.

The monies allocated to each of these categories is non-transferable, meaning it cannot be moved from one category to another.

As directed through the Budget, funding can come from multiple sources, including the *General Fund*, the *Greenhouse Gas Reduction Fund*, and the Air Pollution Control Fund. Each funding source has reporting requirements to ensure that the use of the funds meets legal requirements. The flow of funds for each of the three categories is slightly different and is explained below.

Some air districts also use other local or federal funds to supplement what they are provided through the Budget. For example, the Bay Area Air Quality Management District has raised fees on stationary sources to cover additional costs of the Program.

Implementation Funds

The first category of Program funds are implementation funds, sometimes referred to as administrative funds, which are used for staffing, purchase and maintenance of monitoring equipment, leases for installing monitors, stipends and contracts to communities, and Program-wide needs such as facilitation and *language access* contracts. All districts with facilities that are subject to the requirements of expedited BARCT and expanded criteria

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and toxics emissions reporting, regardless of having selected communities, receive implementation funds.

Program implementation funding amounts for both CARB and air districts have stayed about the same over time, despite the increasing number of *selected communities*. The funding amounts allocated to individual air districts are based largely on the number of CAMP and CERP communities in the district. The final amount for each air district is negotiated by CARB and the air districts, in coordination with *CAPCOA*. The flowchart in Figure 5 below summarizes the budgeting process for Program funds.

Air districts receive these implementation funds in the form of a grant from CARB, and reporting requirements are detailed in their grant agreements. Grant reports can be found on CARB's *AB 617 Budget website*.

Community Air Protection Incentives

The second category of Program funds are incentives funds which can be used to accelerate emissions reductions faster or beyond what regulations require by putting cleaner technology and practices into use sooner than laws require.

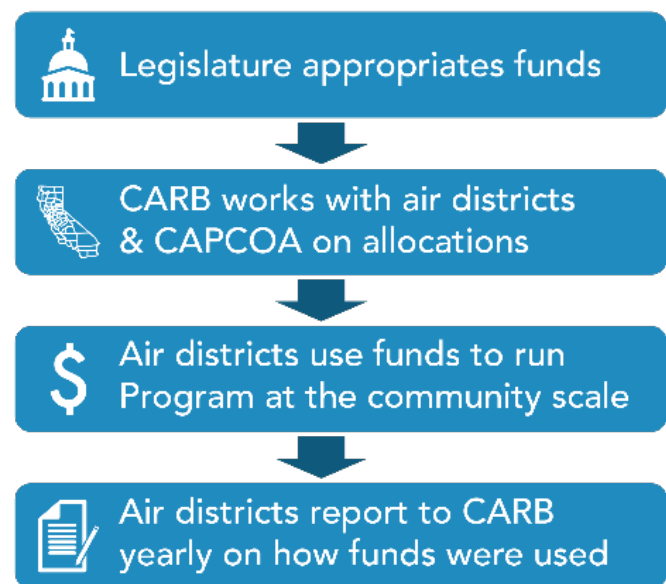
Community Air Protection incentives (CAP incentives) are budgeted by the Legislature to support Program efforts.

The Legislature directs CARB to allocate these resources to air districts to fund local projects, giving priority to zero-emission projects (*CARB Board Resolution 19-12*).

The air districts work in partnership with local communities to develop these projects that must result in emissions and/or exposure reductions. A project example is one that provides monetary incentives to local residents or businesses when they purchase cleaner vehicles or equipment.

CAP incentives are used to reduce emissions and exposure from mobile sources, stationary sources, and other project categories as described in the *Community Air Protection Incentives Guidelines* (CAP Incentives Guidelines). Many of the community-prioritized solutions found in adopted CERPs from the first five years of the Program use CAP incentives to fund those projects and actions. CAP incentive funds are also available for projects in communities outside of the CERP pathway.

Figure 5 Funds for the Community Air Protection Program flow from the Legislature through state and regional agencies to run the Program at the community scale and districts annually report these expenditures.



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CARB requires that at least 80% of each year's funds be invested in and specifically benefit *priority populations* as defined through the California Climate Investments program (i.e., low-income households or individuals living in low-income communities) with at least 70% spent in and benefiting disadvantaged communities (CARB Board Resolutions [18-15](#) and [19-12](#)). Air districts have significantly exceeded this requirement, with, as of March 2023, 94% of CAP incentives spent in disadvantaged and low-income communities across the state, with about 40% spent in *selected communities*.

For more information on how to tap into CAP incentives funds, jump ahead to the [Increased Flexibility in the Use of CAP Incentive Funds](#) section.

Community Air Grants

The third category of Program funds are Community Air Grants. The statute requires CARB to provide grants to CBOs for technical assistance and to support community participation in the Program (i.e., capacity-building). Grant project descriptions and application requirements can be found on CARB's [Community Air Grants webpage](#).

Community Air Grants are awarded via a competitive selection process according to Community Air Grant guidelines and requirements. The process begins with a release of a draft [Community Air Grants Request for Applications](#) (RFA). The RFA is finalized only after engagement with potential and previous applicants, community beneficiaries, and the public to seek comments. Once the final RFA is released, applicants have 90 days to apply.

Community Air Grants have been funded by the [Greenhouse Gas Reduction Fund](#). Funding amounts for the grants are established in the annual Budget, like the Implementation Funds and CAP Incentives. As of August 2023, 95 grants for a total of \$25 million has been awarded to fund innovative projects across the State to 51 community based nonprofit organizations and 8 California Native American Tribes (\$2.3 million was awarded to the 8 California Tribes). A total of \$51 million has been appropriated to the Community Air Grants since the program began in 2017.

Participatory Budgeting

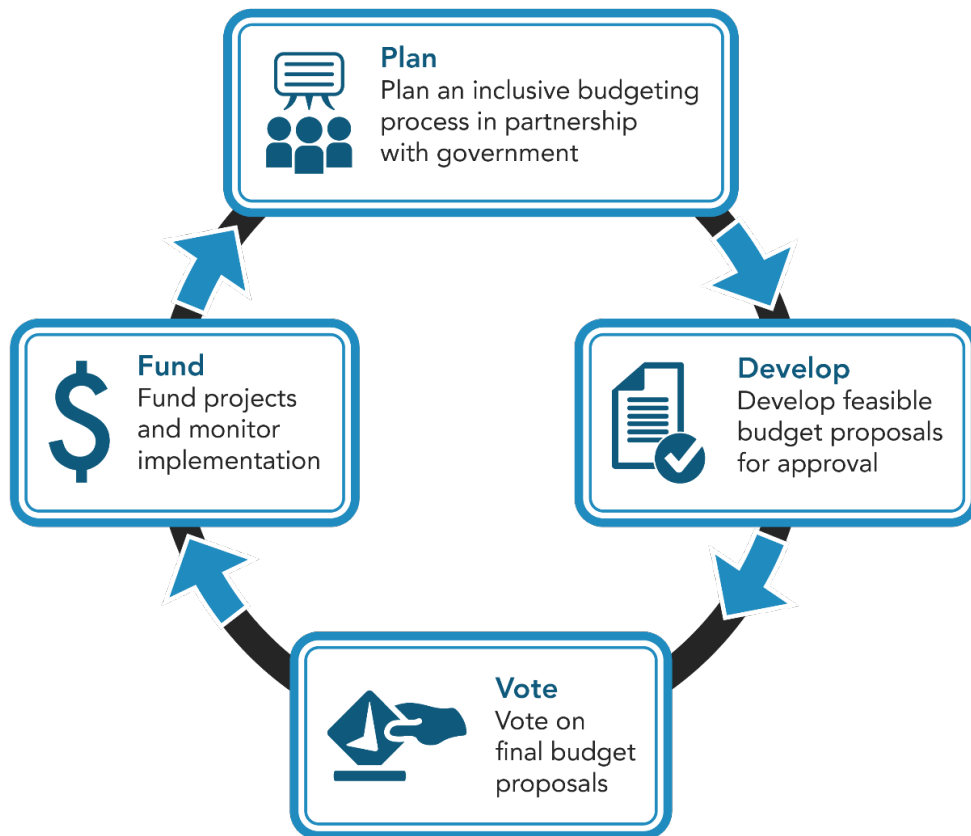
What is participatory budgeting? It "is a democratic process or method in which community members engage in deliberation and help decide how part of a public budget is spent. It gives the people real power over real money."¹⁹ Participatory budgeting processes help promote transparency, which can strengthen the relationship between the government and residents. There are various sources available on the web that describe different forms of participatory budgeting, but a great place to start is the [Participatory Budgeting Project](#), and the [People's Blueprint](#) for guidance and free tools.

¹⁹ Participatory Budgeting Project, "What is PB?", Participatorybudgeting.org, 2023, www.participatorybudgeting.org/what-is-pb/.

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Figure 6 shows an example participatory budgeting process, informed by suggestions found in the *People's Blueprint*. The example shows an iterative process that involves CSC members co-creating an inclusive process in partnership with government, developing feasible budget proposals for approval, constructing decision points for distributing funds, and CSC vote on final proposals.

Figure 6: Example participatory budgeting process.



CARB supports participatory budgeting principles in the Program, within the limits of discretion allowed by the Legislature in the allocation of public funds. CARB is committed to continue to explore and support increased use of participatory budgeting principles. For more information on how public funds are allocated to support the Program, please visit the [AB 617 Budget webpage](#), which hosts funding documents and resources.

The following examples of participatory budgeting have been used by air districts and communities during the first five years of the Program.

South Coast Air Quality Management District

The air district organized workgroups, consultation meetings, and workshops where community members could ask questions and offer guidance. They used live polling during

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the development of project plans to gather input. Communities had the opportunity to influence decisions by polling on incentive budget priorities.

San Diego County Air Pollution Control District

The air district conducted participatory budgeting exercises where *the community prioritized project types to fund*. These exercises ensured that community perspectives played a central role in all decision-making processes.

San Joaquin Valley Air Pollution Control District

The air district developed a *budgeting tool* that expressed emissions reductions per dollars put towards individual CERP actions. The air district distributed the tool to community members to collect each CSC member's overall budget proposals that showed how much money they wanted to put toward each action. These proposals were combined to develop a final CERP action budget that the entire committee discussed, modified, and ultimately approved. The air district took steps to ensure equitable access, such as providing a Spanish version of the tool and holding in-person sessions to train and help users with the tool. This enabled residents to identify and prioritize their community's air quality funding priorities.

Sacramento Metropolitan Air Quality Management District

The air district worked with members of the CSC to prioritize the types of projects they would like to see in the community. Members were provided an update on the amount and type of incentive funding available and worked together to create categories of projects. After the project solicitation period closed, air district staff worked with the CSC to help determine which eligible projects would receive funds. This input was used in the final ranking of projects to be funded.

Transparency Tools

The objective of *Goal 8 - Make Program and Air Quality Information and Tools More Accessible to Communities* in Part One of the Blueprint 2.0 is to increase transparency and accountability by making Program information and tools available and accessible. Program statutes contain several provisions requiring air districts and CARB to make information about emissions, community air monitoring, pollution control technology, and stationary source permits more accessible to the public. Table 3 provides a list of some tools and webpages that provide Program transparency, ranging from educational videos to data visualization and budgeting information.

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Table 3: List of tools and resources for increased transparency and accountability

Name	Category	Description
<i>Stationary Source Permitting Community Questions Webpage</i>	FAQ	Online FAQ document answering community questions regarding stationary source permitting.
<i>Technology Clearinghouse</i>	Interactive storage and search tool	Identifies the best technologies for reducing emissions, namely best available control technology (BACT), best available retrofit control technology (BARCT), and related technologies for the control of toxic air contaminants (T-BACT).
<i>Air Quality Fundamentals</i>	Video Series	Training videos on air quality fundamentals in response to requests received from community members.
<i>CARB Pollution Mapping Tool</i>	Emissions Data	Mapping tool that includes emissions data for criteria air pollutants, toxic air contaminants and greenhouse gases from large facilities in California.
<i>Enforcement Data Visualization System</i>	Enforcement Data	Visualizes CARB's enforcement activities across the state, including field inspections and case settlements, on a map interface.
<i>AB 617 Program Funding</i>	Funding Transparency	Summary funding tables, FAQ and Webinar provide information on the three AB 617 Program funding categories of implementation funds, incentives, and Community Air Grants.
<i>CAP Incentives Dashboard</i>	Funding Transparency	Dashboard provides information about how and where CAP incentives projects are being implemented.
<i>AQView</i>	Air Quality Data	Community-focused air quality data portal bringing together government and community air monitoring data to a single platform.

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Developing Actions to Reduce Air Pollution Emissions and Exposures

Many *communities selected* into the Program have already identified creative and impactful actions in existing CERPs. Those actions are sometimes called measures, strategies, or projects. Those actions can often be applied in other communities through this Program and doing so is essential if this Program is to serve the many additional communities that are burdened by high cumulative air pollution. In this section, we lift up the various actions and approaches for reducing emissions and exposures in impacted communities organized by these seven categories and shown in Figure 7:

1. Rules and regulations
2. Air Quality Permitting
3. Facility-Specific Risk Reduction
4. Enforcement
5. Land Use and Transportation
6. Exposure Mitigation
7. Incentives

In addition to these actions, we encourage new approaches to accelerate and focus direct emissions reductions.

Figure 7: There are seven types of actions to reduce emissions and exposure to air pollution through the Program.



Actions successfully implemented in previous years of the program and in communities with similar air quality concerns and priorities are a great starting point during action

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development. A database of all strategies and actions from approved CERPs can be found on the “Emissions Reduction Strategies” tab of the [CommunityHub Dashboard](#).

Regulatory Actions

Emission and exposure reduction actions can take the form of regulatory actions. Both air districts and CARB have the authority to pursue rule and regulatory development and should therefore evaluate, identify, and include proposed new or amended air district rules, if appropriate, to deliver further reductions from sources within or surrounding communities in the Program.

CARB Regulatory Authority

CARB is responsible for developing and enforcing air quality standards for a range of statewide pollution sources including vehicles, fuels, and consumer products. The California Legislature has provided CARB the authority to develop regulations to reduce emissions by implementing the best control strategies and to set emissions standards. Emissions standards are the maximum amount of pollutants that can be emitted. CARB adopts regulations to limit greenhouse gas, criteria air pollutant, and toxic air contaminant emissions. These regulations are set based on the latest scientific research and technology available and statutory requirements that apply. CARB has regulations to reduce greenhouse gas and toxic air contaminants, and other pollutants from stationary sources. These emissions standards become law following the same process as CARB uses for its mobile source regulations, which is described below.

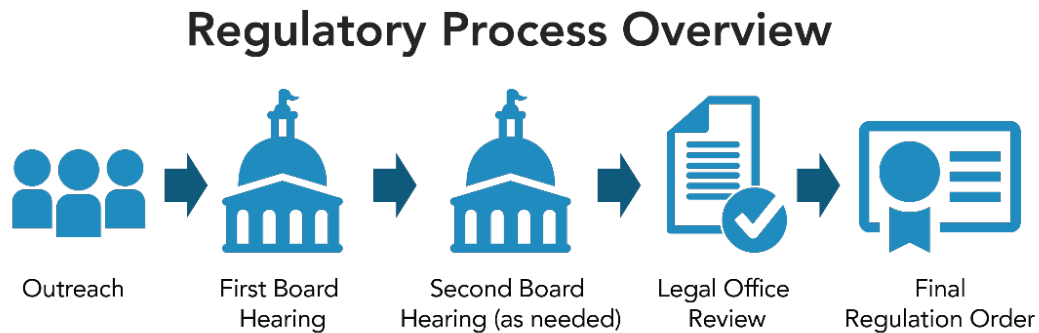
CARB’s Regulatory Process

This section provides a high-level overview of CARB’s regulatory process as indicated in Figure 8 and provides ways communities can be involved in the regulatory process. The best way to understand regulatory development is to consider all the activities that take place before CARB adopts a regulation and all the activities that take place after CARB adopts a regulation.

A regulation adopted in compliance with the law is distinct from other CARB programs such as public funding programs that do not generally involve government enforcement/action, and which are described in other sections.

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Figure 8: CARB's Regulatory Process Overview



As part of the rulemaking process, CARB is required to follow the [Administrative Procedures Act](#) and the [California Environmental Quality Act \(CEQA\)](#) when developing regulations. The requirements in these Acts ensure that CARB transparently explains the proposed regulation and its environmental impacts, the public has meaningful opportunities to participate in the regulatory process, and that all adopted regulations meet State legal requirements. Early in the regulatory process, CARB often hosts workshops to share information on initial ideas. Most of the public engagement occurs during these workshops, where CARB staff will share information, draft proposal concepts and language, and seek input on all parts of the proposed measure. Anyone interested in the regulatory effort is encouraged to sign up for online email notification systems, which provide alerts on documents posted, meeting dates, and CARB Board hearings. The email notification system can be found on the [rulemaking webpage](#) for each regulatory action.

After the workshops, CARB staff prepare draft regulatory documents, including a staff report that explains the proposed regulation. All regulations are posted online for [public comment](#) for 45 days. The CARB Board generally holds a public meeting on regulations prior to approving them. At the final public [CARB Board Meeting](#), CARB staff propose an action to the CARB Board (approval, rejections, etc.) After the staff presentation, the CARB Board hears public comments, asks any questions they might have, and consider staff's proposal for approval. If approved, rulemaking documents are forwarded to the Office of Administrative Law for review for consistency with the Administrative Procedures Act. If the rulemaking is approved by the Office of Administrative Law, they publish the regulation text in the California Code of Regulations. More information on CARB's regulatory process can be found on CARB's [Rulemaking webpage](#).

CARB's regulatory teams are working to expand opportunities for members of the public to meaningfully engage in the development of regulations. This can include additional workshops, expanded comment periods, formation of community advisory groups, improved translation and interpretation services, and increased data transparency whenever

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possible. By taking these additional actions, CARB can apply lessons learned during the implementation of the Program and improve processes throughout the agency.

Air District Regulatory Authority

Air districts have the authority to establish rules aimed at reducing emissions from stationary and area-wide sources, such as oil refineries and wood burning. They achieve this through the permitting process and by establishing local rules. Prohibitory rules set emissions limits, prohibit certain practices, or mandate the use of specific technologies. Air districts also adopt other types of rules, including transportation control measures, indirect source rules, and *BARCT determinations* for sources in nonattainment areas. *Nonattainment areas* are regions where air quality standards are not being met. BARCT determinations are periodically reviewed and strengthened by air districts to reduce emissions from existing sources of a particular type within nonattainment areas. By requiring the implementation of the cleanest technologies and practices, updated BARCT determinations contribute to emissions reductions from existing sources. Information about air district rules can be found in *CARB's Air District Rules Database*.

When it comes to land use planning and zoning, the responsibility lies with cities, counties, and local agencies. They handle siting, design, and permitting processes for new or modified facilities. Zoning codes often include design requirements aimed at mitigating exposure, such as mandatory setbacks, buffers, and barriers. Any given development project might require permits or approvals from multiple agencies. For example, land use planners are involved with the location of a facility through zoning permits, air districts are responsible for permitting allowable emissions from facilities, and local, regional, or state transportation agencies are responsible for projects like roadway expansions.

Air District Regulatory Process

Air districts follow a similar regulatory process to CARB when adopting rules to control criteria air pollutants and toxic air contaminants from local stationary (nonmoving) sources, such as factories, power plants, and dry cleaners. State and federal law requires air districts that have poor air quality to adopt more stringent rules than areas with good air quality. Air districts use air permits to ensure that stationary sources comply with requirements. These air permits outline conditions for operation and emissions limits based on applicable rules and regulations.

The specific process an air district uses to develop regulations can differ, depending on the air district. For more information on the 35 air districts, please visit the webpage: *California Map for Local Air District Websites*.

Air Quality Permitting

Air districts use air permits to ensure that stationary sources of air pollution comply with legal requirements. Stationary sources of air pollution that are required to have permits

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obtain permit approvals from air districts. Engineering evaluations are conducted to ensure sources can meet regulatory requirements. Enforcement ensures that sources comply with permit conditions.

Emissions and exposure reduction actions can take the form of air quality permitting activities. All community members can be involved in the permitting process by providing public comments to air districts on proposed permitting actions, the local planning processes, and through the CEQA process. CARB and the air districts have worked together to provide enhanced transparency on stationary source regulatory requirements with the development of a webpage that intends to answer *community questions on stationary source permitting*.

The *Technology Clearinghouse* includes *BACT and T-BACT determinations* for air districts across the State. Air districts will use the Technology Clearinghouse as a reference in developing BACT and T-BACT technology determinations for any new or modified source permitting processes within or directly surrounding the selected community. Add-on emissions controls or process changes can be investigated by CARB and air districts in all communities and would have to go through the permitting process prior to implementing changes to ensure their effectiveness and enforceability.

AB 1749 (approved in September 2022) amended *AB 617* to include a new requirement that any air district with a population of 1 million persons or more that issues permits to stationary sources of criteria air pollutants or toxic air contaminants make available (in an easily identifiable location on the air district's internet website) all permits issued by the air district for those stationary sources. These online permit databases will be a valuable resource during development of monitoring or emissions reduction actions.

In addition to CARB and *air districts*, many federal, state, and local government agencies have some level of involvement in the California air quality permitting process, either directly or during the CEQA process, including, but not limited to: city and *county* land use agencies, *California Energy Commission, California Department of Toxic Substances Control, State Lands Commission, State and Regional Water Quality Boards*, and the *California Coastal Commission*.

Facility-Specific Risk Reduction Actions

Emission and exposure reduction actions can be facility specific. AB 617 requires air districts to perform an assessment of which facilities' risk reduction audits and emissions reduction plans should be reviewed and updated and authorizes air districts to reopen²⁰ existing plans to strengthen them as appropriate. In the technical assessment, air districts will have

²⁰ Air districts may also require updates and resubmissions of emissions reduction programs for reasons outside of AB 617, consistent with existing authorities (e.g., *California Health and Safety Code Section 44391, subdivision (i)*).

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identified the major sources contributing to health risk in the community. A facility risk reduction audit can only be conducted by an air district.

An air district developed CERP must list the facilities within or that directly impact the emissions in a *selected community* that are required to report *toxic air contaminant* emissions and identify whether the air district has designated the facility as high, intermediate, or low risk pursuant to AB 2588 (*Air Toxics "Hot Spots" Information and Assessment Act*).²¹ The air district also needs to identify which of these facilities have existing risk reduction audits and emissions reduction plans and select facilities for plan review. The CERP should explain how facilities were selected for review.

Air districts can perform facility risk reduction audits, develop facility risk reduction plans, and implement them separately from the Program's CERP pathway. For example, review the *Bay Area Air Quality Management District Rule 11-18, Reduction of Risk from Air Toxic Emissions at Existing Facilities*. The community can also advocate for these audits for facilities/sources known to be a community concern. Facility risk reduction plans may also include targeted risk reduction efforts on a source-specific scale, such as applying new control technologies to a specific emissions source or changing processes/operations to reduce emissions or exposures.

CSC members might raise the need for a facility risk reduction audit or facility-specific risk reduction action in their CERP. Community members who are working with air district partners on an L-CERP through a *Community Air Grant* could also include a request that the air district perform a facility risk reduction audit or similar action. Air districts and communities could also form a partnership or working group to identify potential facility-specific risk reduction opportunities.

²¹ Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connelly, Statutes of 1987, California Health and Safety Code section *44300*; more specifically, the reporting requirements are shown in *California Health and Safety Code Section 44360, subdivision (a)*.

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Enforcement Actions

Emission and exposure reduction actions can take the form of enforcement activities. A CERP Enforcement Plan should identify any noncompliance issues within or directly surrounding the selected community and include near-term enforcement actions. CARB and air district staff are responsible for enforcing rules and regulations, which is critical to ensure that both CARB and air district policies achieve the anticipated benefits. CARB and air district enforcement staff can investigate compliance rates and noncompliance issues for any community highly burdened by cumulative exposure, even those outside of the traditional CERP pathway. CARB and the air district staff can also target enforcement of existing rules and regulations within communities without requiring new regulatory processes, presenting an opportunity to rapidly address community concerns and deliver emissions reductions outside of the formal community selection process. Refer to [Appendix B: CERP Checklist](#) for information on the required elements of the enforcement plan. Also refer to the section on [Community-Focused Enforcement](#) within the New Pathways chapter.

Supplemental Environmental Projects

As a condition of all mutual settlements and legal judgments, CARB requires the entity responsible for the violation to achieve and maintain compliance with air quality laws and regulations and may require the violator to pay a monetary civil penalty.

In some cases, CARB allows the violator to satisfy part of the monetary penalty by voluntarily offsetting a portion of their penalty by either performing or funding one or more [Supplemental Environmental Projects](#) (SEP). SEPs are optional projects, not otherwise required by law, that benefit air quality by:

- Reducing emissions or improve public health,
- Reducing exposure to air pollution,
- Preventing future air quality violations, or
- Bringing public awareness to neighborhoods most burdened by environmental harm.

CARB Enforcement staff provide support to develop project ideas with communities 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 communities: South Central Fresno, West Oakland, Eastern Coachella Valley, East Oakland, East Los Angeles, Boyle Heights, West Commerce, and South Sacramento-Florin. For more information on the SEP program, visit CARB's [Supplemental Environmental Projects website](#).

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Land Use and Transportation Actions

Emission and exposure reduction actions can include land use-related activities. Although CARB and air districts do not have authority over land-use decisions, as agencies with expertise in air quality, CARB and air districts, as resources allow, may comment on major projects that would impact communities during the environmental review process under CEQA. CARB, with air districts, will engage with state and local government agencies to support inclusion of identified land use and transportation actions in the CERP, as appropriate.

Partnering with Local and Transportation Agencies

Often land use actions rely on partnerships to accomplish air quality goals. In one example, the San Joaquin Valley APCD and Arvin/Lamont CSCs partnered with Kern County and the City of Arvin to commit to help fund road pavement projects, add sidewalks, and improve intersections to reduce dust and exposure. The San Joaquin Valley APCD also worked with all four of their CSCs and local transportation agencies to include commitments and resources for truck studies aimed at rerouting heavy duty diesel truck traffic away from neighborhoods. In another example, during the development of the Portside CERP, many CSC members emphasized the importance of reducing exposure to residents by addressing long-standing incompatible land use challenges. The CSC formed a Land Use Subcommittee, which included staff of the San Diego Association of Government, to develop many strategies to reduce exposure to air pollution through improved community planning, transportation planning, increased community green space, indoor air filtration, enforcement of truck routes, and consideration of sensitive receptors within 500 feet of pollution sources. Many of the land use actions in the CERP are linked to existing land use and regional transportation plans. The San Diego Association of Government's active participation in the subcommittee and CSC was essential in building these commitments. Areas where cities and counties have jurisdiction include:

- Land use, planning, zoning, and development standards which describe and regulate the size, location, appearance, and uses allowed and the required mitigation measures (e.g. mandatory setbacks, screening, buffers, and barriers) for specified parcels of land within their boundaries;
- Existing transportation infrastructure; and
- Coordination with local and regional transportation planning agencies for new or modified infrastructure including vehicular traffic lanes and signals, transit, bike lanes, sidewalks, parking, and open space/parks planning and projects within their boundaries or on their publicly owned property.

Areas where transportation agencies have jurisdiction include:

- Existing transportation infrastructure and new, expanded, or modified infrastructure and routes within their boundaries or on publicly owned property;

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- Planning processes related to new, expanded, or modified infrastructure projects and transportation routing including those that involve vehicular traffic, transit, bike lanes, sidewalks, and parking within their boundaries or on publicly owned property; and
- Coordinating with local and regional transportation agencies on projects and planning.

Although CARB and the air districts do not have direct authority over local land use decisions like zoning and local development, housing, and transportation project approvals, both entities can and do actively engage with local governments and other agencies. Both CARB and air districts can offer guidance on land use strategies to mitigate air pollution impacts, and air districts have the authority to issue permits for certain stationary sources that determine how and where the sources can operate. This engagement can ensure that Program concerns are raised as part of their decision-making process and that the outcomes consider air quality impacts. It is crucial to establish these partnerships with land use agencies early in the process to help address community concerns related to proximity, which is an important factor in air pollutant exposure.

Local government planners and officials have jurisdiction over land use decisions that determine proximity by regulating the allowed sources and location of certain emissions sources. These decisions are made through land-use permitting, zoning, and city and transportation planning processes.

Some things to consider when developing land use and transportation-related actions include:

- Partnership opportunities arise during planning processes such as general, specific, and area plan development; regulation, policy, and action development; and when agencies consider new, modified, or expanded projects.
- Land use and transportation agencies can and are encouraged to participate in the Program. Communities can work with them to help develop practical and preferred outcomes when they attend or become members of steering committees.
- Actions could potentially provide incentives for related land use and transportation planning and projects, such as electric charging infrastructure, sidewalks, bike lanes, or truck routing studies. For examples refer to CERP actions listed in the database which can be found on the “Emissions Reduction Strategies” tab of the [CommunityHub Dashboard](#).
- Monitoring data, [CalEnviroScreen](#), and other data sets and tools can help land use agencies understand the environmental burdens and inform agency decisions and recommendations.
- CARB and air districts can help land use and transportation agencies identify mitigation actions, funding opportunities, and alternative solutions.

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- Also useful is this *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* published by the California Attorney General/*State Department of Justice*.
- As required by law, the *Governor's Office of Planning and Research* develop the *State of California General Plan Guidelines*, which they update periodically. Chapter 5: *Equitable and Resilient Communities* and the *2020 Environmental Justice Update* make it clear that planners have an obligation to consider air quality and environmental justice in their land use decisions. To effectively engage in land use and transportation planning and approvals to reduce community impacts:
 - CARB and air districts should coordinate wherever possible on comment letters to those agencies regarding the environmental review process.
 - Communities can use this information to participate in the planning processes.
 - *Senate Bill 1000* (2016) requires environmental justice to be addressed in general plans; CARB can help local planners consider the priorities established by CSCs through their emissions reduction programs.
- Communities and local governments can engage in collaborative partnerships formalized with agreements or memoranda of understanding that can help solidify roles and responsibilities.

Health and Exposure Mitigation Actions

Emission and exposure reduction actions can take the form of exposure mitigation. Health protective exposure mitigation measures and practices, like indoor air filtration and urban greening, can help reduce exposure particularly in areas of proximity to emissions sources.

This Program can also act as a catalyst for both local government and public health agencies to incorporate public health considerations in decisions concerning air quality. Implementation of the Program can help underscore the need for additional public health data collection and tracking by state and local public health agencies. CARB and communities will also continue to collaborate with the OEHHA on various public health-related activities associated with the implementation of the Program.

CARB recommends that air districts refer to the *Program Resource Center* to identify and include any appropriate additional mitigation actions that might be applicable to the community. Exposure mitigation actions, such as air filtration projects in schools, can also be pursued outside of the CERP pathway while still funded by CAP incentives.

Pesticides

Pesticides are a major concern in many rural communities, and some pesticides are considered toxic air contaminants, necessitating their mitigation alongside other pollution sources. The mission of the *Department of Pesticide Regulation* (DPR) is to protect human health and the environment by regulating pesticide sales and use, and by fostering reduced-risk pest management. CARB, air districts, and DPR have worked together to address pesticide-related concerns included in CERPs. A goal of the Shafter CSC was to

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establish a voluntary pesticide notification system for the Shafter community, which instead resulted in a statewide regulation led by DPR that will benefit more communities across the state. CARB and DPR also continue to collaborate on pesticide monitoring activities, as prioritized by multiple CSCs, to better understand the impacts from pesticides on air quality.

Incentives Actions

Several types of incentive actions support both individual communities and the broader implementation of the Community Air Protection Program. For example, mobile source projects are eligible through the *Carl Moyer* and *Proposition 1B Goods Movement Emission Reduction* programs. With guidance from their communities, air districts have the opportunity to create incentives funding projects to decrease emissions or exposure to emissions from *stationary sources* of pollution. *Community-identified projects* developed in conjunction with CERPs created by air districts under the Community Air Protection Program are eligible for incentive funding. *Community Air Grants* provide another opportunity to fund the reduction of criteria air pollutant or toxic air contaminant emissions, as well as for reducing exposure to either. For detailed project-level information, please see the *Community Air Protection Incentives Project Dashboard*.

CARB allocates incentive funding for air districts to distribute. Air districts distribute these funds through grants focused on implementing clean technologies sooner than required by law. The Community Air Protection Funding section above provides more detail. Potential applicants can include, but are not limited to, businesses, individuals, community organizations, and government agencies, depending on the project type.

Transforming Community Selection - Focus on Consistently Nominated Communities

Statute requires CARB to annually consider selecting communities for the preparation of a CERP and/or CAMP and to base that selection on an assessment of the cumulative air pollution exposure burdens in impacted communities throughout the state. Using a *table of metrics*, this assessment has established that hundreds of communities are disproportionately affected by air pollution and need additional support to develop actions to reduce high air pollution burdens. Over the past five years, community members, environmental justice organizations, and local air districts have consistently recommended dozens of communities for exposure and emissions reduction efforts resulting in a *Consistently Nominated Communities list*. To bring attention to these communities from other agencies and programs, including those from local, State, or Federal programs, CARB developed the *Consistently Nominated Communities Map*, which can be used to help prioritize these impacted communities for resources and support. As outlined in Part One of this document, prioritizing action in these Consistently Nominated Communities is a major goal for CARB in this next phase of the Program.

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To date, every community selected by CARB through the *nomination process* received strong support from CBOs and the local air district. Communities are recommended for selection based on several factors. Those include exposure to air pollution, prioritizing sensitive populations, and vulnerability measures, such as poverty and unemployment.

Implementation funding for air districts is also one of the most critical factors that impact the number of communities that can be selected under the Program. CARB and air districts consider funding as they anticipate nominating communities.^{22,23} Once a community is selected, the air districts convene a CSC, and are responsible for developing and implementing a CAMP and/or CERP. This generally requires a multi-year commitment by the air district for each community.

The *communities selected into the Program* for CAMP/CERP development to date were always intended to serve as model communities to inform a suite of actions that could be applied in other impacted communities across the State. CARB anticipates that, over the next few years of the Program, few if any additional communities will be selected due to the following factors:

- Operating funds for districts have remained flat while the number of communities they are supporting has increased.
- The onset of the global COVID-19 pandemic impacted the execution of CAMPs and CERPs for communities. Most CERPs will require more than five years to implement which means continued commitment for air district staff.
- Communities, air districts and members of the CARB Board have pointed to the competitive nature of community selection as detrimental to the Program.

Consistently Nominated Communities List

CARB staff will continue to recommend new communities for the CARB Board to consider for selection, as appropriate, in accordance with statute, for development of a CAMP/CERP. Read: *Appendix C: Community Selection Process* for details. CARB does not believe it is appropriate to select new communities in 2024 because of the need to share Program benefits across other Consistently Nominated Communities. Over the next five years, CARB will:

- Focus our engagement on potential partners to support air quality improvement for Consistently Nominated Communities using one or more new pathways, described in the following section, with air districts.

²² 2019 South Coast Air Quality Management District presentation about considering communities notes resource-dependency. *Cleaning the Air in the Most Impacted Communities*.

²³ 2021 San Joaquin Valley Air Pollution Control District presentation shows consideration of resources in the process of selecting communities for Program nomination. *Assembly Bill 617 Community Outreach Webinar*.

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- Annually update the Consistently Nominated Communities list in response to air district input and community self-nominations. The first such update will be made in 2025.
- Partner with other local, state, and federal agencies to bring attention and resources to the Consistently Nominated Communities.
- Encourage air districts to focus any resources not dedicated to the 19 CSCs currently in the program on Consistently Nominated Communities, particularly as CERPs from the early years of selection are completed and more air district capacity becomes available. These activities are legitimate uses of implementation funding and may include, but are not limited to, the following:
 - Air districts may seek federal funding to address community scale air quality concerns in partnership with previously nominated communities and may invite CARB and/or other relevant state and local agencies to partner on such efforts.
 - Air districts are encouraged to participate in the development of L-CERP (described in the next section) projects that have been funded through a *Community Air Grants*.
 - Air districts may partner with CARB in community-focused mobile source enforcement approaches and are encouraged to use similar approaches to address concerns with stationary sources.
 - Air districts can establish processes to respond to requests for incentives projects in their communities as a result of increased flexibility in the use of CAP incentives.

Developing the Consistently Nominated Communities List

The Consistently Nominated Communities list was built from air district, CBO, and community self-nominations since 2018, the first year of the Program. In July 2022, for the fifth year of the Program, CARB staff provided the air districts with a copy of the current list for confirmation or adjustments. South Coast, San Diego, and Sacramento did not have any changes. The list includes community self-nominations, communities identified through district analysis, and those under consideration for the future.

In this Program, CARB and local air districts do not define the characteristics or specific boundaries of a community. Most community self-nominations and air district nominations for future selections lacked a *preliminary draft* boundary definition at the time of their submission. However, approximating the location of these communities is essential so that other programs and potential partners can more easily identify a geographic area as a starting point to direct resources and support local communities.

As part of maintaining the *Consistently Nominated Communities list*, CARB staff developed a methodology to define a preliminary and approximate geographic area as a starting point. While CARB staff intend to provide the most representative information, we note there are limitations to using area definitions for these communities, including:

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- These areas do NOT represent CARB's definition of an official community boundary nor CARB's expectation of what a boundary should be.
- These areas are listed only for informational purposes to provide a starting point for community engagement.
- CARB staff anticipate that other programs beyond the Community Air Protection Program will want to engage with these communities and that their local air districts will use these definitions as a starting point for discussion but will, over time, refine their understanding about the extent of a community area.

This information is provided for informational purposes and the *Consistently Nominated Communities by Air District* are also available online and available through a *mapping tool* that CARB has developed.

Please submit any questions regarding the community selection process to communityair@arb.ca.gov.

New Pathways for Community Action

This section of Blueprint 2.0 focuses on new pathways for action that can be used in the Consistently Nominated Communities. CARB encourages those who want to use these new approaches to review the Legal Foundation section.

The key topics covered in this section include examples of actions taken in the 19 *communities selected* by CARB to date that can be taken elsewhere by using one or more of three pathways. Those pathways are Local CERPs (L-CERPs), community-focused enforcement, and increased flexibility in the use of CAP incentives funds. There might be other approaches to explore based on the specific needs and context of your community.

CARB acknowledges the innovation that is possible through this program and welcomes the exploration of additional pathways by air districts, community members, and agencies, in developing solutions to local air quality concerns. CARB supports creative collaborations beyond those identified in this document, recognizing the Program is in a transitional phase.

Although CERPs and CAMPs are two mechanisms that can bring resources into communities burdened by high cumulative exposure to address air quality concerns, there are multiple pathways that allow for community members, environmental justice organizations, air districts, and CARB to work together to action. CARB and the air districts can partner with communities to develop enforcement agreements, grant applications, targeted air monitoring, and capacity-building exercises. Moving forward to help more communities access available resources and programs, a key component of this Program will be to continue to offer benefits and resources to other communities beyond just those selected for CERPs or CAMPs.

When communities collaborate with government agencies, they can help secure resources to improve their air quality. There are many ways for community to engage with public

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agencies. These collaborations can take the form of working groups, partnership agreements, convenings, and advisory committees. The following sections describe new pathways for communities to leverage Program resources and actions and bring benefits outside of the formal selection process. These pathways encourage partnership with state, local and federal agencies to build support for directing resources and action to improve air quality at the local scale.

Local Community Emissions Reduction Plans

Community Air Grants project priorities now include a project category that brings together partners to develop and implement *local* Community Emissions Reduction Plans (L-CERPs). An L-CERP is distinguished from a CERP in that the L-CERP is developed and implemented by community-based organizations or California Native American Tribes, ideally with air district participation, and is financially supported through the *Community Air Grants* (CAGs). A L-CERP is a set of priority actions to improve local air quality developed and implemented by a Community Air Grantee and represents a key deliverable under the grant. As such, the L-CERP is not required to be adopted and approved by an air district board or the CARB Board. In contrast, AB 617 requires that CERPs resulting from the formal community selection process be approved by the air district board and the CARB Board. L-CERP eligible activities include developing a charter to support governance and decision-making, community boundary-setting, recruiting and engaging impacted residents and potential partners in the community, reviewing air quality data, prioritizing air quality concerns, and developing and prioritizing actions to address those concerns.²⁴

CAG applicants interested in developing and implementing L-CERP projects are strongly encouraged to partner or coordinate with the local air district to support implementation and to evaluate the feasibility of proposed actions in their L-CERP projects.

Here are some examples of how L-CERPs could help advance community air quality priorities:

- An L-CERP could include priority actions focused on exposure reduction incentives projects such as air filtration in homes or schools. CARB is concurrently revising CAP Incentives Guidelines to allow these projects to be funded through CAP incentives with no further approval from CARB. This update will allow air districts, CARB, and other agencies (local, State, and Federal) to partner on funding for priority projects, as feasible.
- An L-CERP could include priority actions focused on land use, such as the need for a truck re-routing study to guide a local government in updating truck routes. CAP

²⁴ Some project types and activities are listed in the 2022 AB 617 Community Air Grant Program Request for Applications: [Final CAG RFA 2022.pdf](#).

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incentives can also support these types of projects.

- An L-CERP could identify truck idling or other mobile source compliance concerns that could be addressed through a community-focused enforcement approach that CARB's Enforcement Division could lead, in partnership with air districts, as air district resources allow.

This L-CERP approach is modeled after a project underway in the San Joaquin Valley led by a group of CBOs: 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 Improvement Projects (VIP). The project targets and expands on emissions reduction actions through engagement with community members in Stanislaus, Madera, and Tulare counties. The grant supports the engagement of community members in understanding the various existing and proposed emissions reduction actions already available in CARB-approved CERPs developed by communities in the San Joaquin Valley. Project leaders have agreed to serve as the focus of a case study to assess and refine this L-CERP approach.

CARB expects additional community air grant awards for this project category in 2023. CARB intends to support each L-CERP project type grant recipient with technical assistance supported through a CARB liaison who will serve as a project officer and facilitator of CARB resources, information, and opportunities. This approach will be further refined during the development of the next Request for Applications (RFA) cycle. Development of the RFA will include a robust outreach and engagement process with previous applicants, past and current grantees, representatives from air districts, local and tribal governments, local land use agencies, academia, business, and industry.

Community-Focused Enforcement

CARB's Enforcement Division has been targeting efforts in areas where they are needed most and partnering with community members to allow community priorities to inform and guide our community-focused enforcement activities. CARB will continue to actively engage at the local level to better address enforcement-related air pollution issues within our authority.

In 2021, CARB's Enforcement Division staff heard from environmental justice communities that they continue to be impacted by emissions sources operating in their communities and that more enforcement is needed. These consistent reports from communities are concerning because they indicate that even when, for example, vehicle and equipment operations are compliant with regulations, it is often the sheer volume of (even compliant) vehicles operating in communities that might be causing cumulative impacts not fully addressed by current regulations. For example, 80% of heavy-duty diesel truck inspections last year were in or around communities disproportionately burdened by high cumulative emissions and yet greater than 90% of them were in compliance with regulations.

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Although CARB will continue to focus on the pockets of mobile source noncompliance still present in several areas of the state, we will also continue to engage with communities to identify any enforcement-related air pollution issues that we might not be fully addressing. Through conversations with communities, we came to realize that our efforts have been successful to a point, but that the harms communities are experiencing are still not being fully addressed.

To target our efforts in areas where they are needed most, enforcement staff are using a geographic area-focused investigation 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 the development of the enforcement plans and in the guidance of its implementation. Developing an area focused investigation approaches requires collaborating with the community to identify actions that could 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, CARB began working with several communities to pilot this focused approach and we look forward to learning from, and further developing it with more communities and partner agencies. CARB sees community-focused enforcement as a way to bring enforcement actions and emissions reduction solutions more directly to meet community priorities.

CARB has worked with the California Department of Conservation's California Geologic Energy Management Division (*CalGEM*) and the *California Natural Resources Agency* through the *Methane Task Force* and in coordination with air districts, to focus inspections on oil and gas wells in communities that have identified these concerns as a priority.

Environmental Complaints

One requirement for both air districts and CARB is to have systems for reporting potential air pollution violations and odors, referred to as "air pollution complaints." These systems log details about the type of complaint (odor, smoke, etc.) and the location of the complaint. Visualizing the frequency, type, and locations of complaints can help with identifying and prioritizing community air pollution-related concerns. CARB encourages increased transparency around environmental complaints and violations data to support community planning processes.

- *CalEPA Environmental Complaint System*
- *California Air Districts*

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Increased Flexibility in the Use of CAP Incentive Funds

CARB manages CAP incentives and other incentive funding by administering grants to air districts and is responsible for ensuring the funding is used in a way that meets the requirements of the law. Air districts distribute their grant funds to eligible projects that are consistent with both the [CAP Incentives Guidelines](#) and CARB-air districts grant agreements. Air districts can emphasize priorities according to local community guidance gathered at CSC meetings, public meetings, and other community engagement events. While air districts will prioritize CAP incentives in selected communities and communities being considered for future selection, CAP incentives can be applied to any disadvantaged and low-income communities across the State.

CAP incentives support air quality improvements through projects such as replacement of heavy-duty diesel trucks and buses with zero-emission trucks and buses, zero-emission off-road equipment, zero emission charging infrastructure, cleaner technology ships and harbor craft, school and residential air filtration systems, urban greening, and [stationary source incentives](#).

In 2020, CARB added [Chapter 6: Stationary Source and Community-Identified Projects to the CAP Incentives 2019 Guidelines](#) to increase the Program's flexibility to allow air districts greater opportunities for incentives to address the concerns of the most heavily impacted communities across the State. The framework allows air districts, with guidance from community members, to create new kinds of stationary source incentives as well as new incentives consistent with CERPs. In other words, the updated CAP Incentives Guidelines increase transparency, provide needed flexibility, and expand project types that are of priority to communities.

CARB posts information relating to [Approved Project Plans](#) on their webpage. Upon CARB approval of a Project Plan, air districts may immediately begin to use that Project Plan to select and fund projects according to its requirements. Stationary source projects are available to any air district that receives CAP incentives. In contrast, Community-Identified Projects must align with a specific selected community's CERP. To find updated information on all Stationary Source and Community-identified Projects, visit the [Stationary Source and Community-Identified Projects webpage](#).

There are several opportunities to benefit more communities and to center community priorities through incentive projects. CARB encourages the use of CAP incentives to fund both new and additional stationary source emissions reductions projects in selected communities and in communities throughout the State that have not been selected for the Program. CARB recognizes that collaboration between air districts is critical in this area, as opportunities explored by one air district could also meet the needs of many communities in other air districts across the State. The San Joaquin Valley Air Pollution Control District, for example, has created dozens of Community-Identified Projects ranging from a series of agriculture-related incentives to funding of a study of truck traffic in Fresno to gain a better

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understanding of how traffic might be re-routed to minimize impacts on the community. Similarly, South Coast Air Quality Management District gathered input during multiple community incentives budgeting workshops they conducted in each of the communities with an adopted CERP. The community came up with Community-Identified Projects ranging from zero- emission truck projects, home and school filtration systems, green spaces, and paving projects to name a few.

CAP incentives have played a significant role in funding community projects and accelerating emissions reductions during the Program's first five years. These incentives serve as a crucial tool to achieve emission reductions that go beyond regulatory requirements.

Selected Communities

This section is focused on the *communities selected* for the Program for a CAMP and/or a CERP (aligned with *Goal 5 - Track Program Commitments and Ensure Completion of Community Emissions Reduction Programs*). This section contains guidance on CAMPs and CERPs, including a streamlined CERP approval process. Communities seeking to apply *Community Air Grants* to do air monitoring are encouraged to review the CAMP section below. Communities who plan to apply for an L-CERP project are encouraged to review the *Community Steering Committees section* related to CSC governance and other sections on establishing metrics (*What Makes a Good CERP Action Metric for Tracking Progress?*).

Community Air Monitoring Plan

Fostering strong community partnerships at the onset of CAMP development lays the groundwork for ongoing involvement throughout planning and implementation activities. As the community and CSC members are the subject matter experts on their community, it is pivotal that air districts first work with their CSC to identify, understand, and prioritize community concerns. The air district and CSC can then identify actions that require monitoring data and develop community-specific monitoring objectives, which form the foundation of the entire air monitoring process and direct subsequent planning elements. Well-defined, action-oriented monitoring objectives inform resource requirements and the timeframe required to achieve the objectives.

CARB has defined criteria and guidance for community air monitoring so that air districts and communities throughout the State can implement a process that results in action-oriented data to meet the needs of each community. Air monitoring is intended to enhance understanding of air pollution impacts in the community, and successful monitoring should fill existing data gaps, lead to action, and support emissions reductions. Following the guidance contained in this document and on CARB's *Community Air Monitoring Plan Guidance webpage* allows for consistency between plans across communities and offers guidance to create successful monitoring projects, and remains CARB's official guidance on CAMP development for BP2.0.

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For selected communities, air districts and their community partners must then deploy the CAMP within 12 months following selection, also according to statute. The challenges associated with, and time required in establishing relationships, trust, and sharing community knowledge make it difficult to complete a full CAMP and begin implementation within the allocated timeline. As such, CARB recommends that a CAMP community begin with a phased or screening approach to meet the statutory deadline and then allow appropriate time to develop a thorough CAMP that can support sound decision-making and action to help achieve community-specific emissions reductions.

CARB suggests that communities selected for both a CAMP and CERP develop them in tandem to strengthen both when monitoring data is necessary to address the community's concerns. Some benefits to having CAMPs and CERPs more closely linked include:

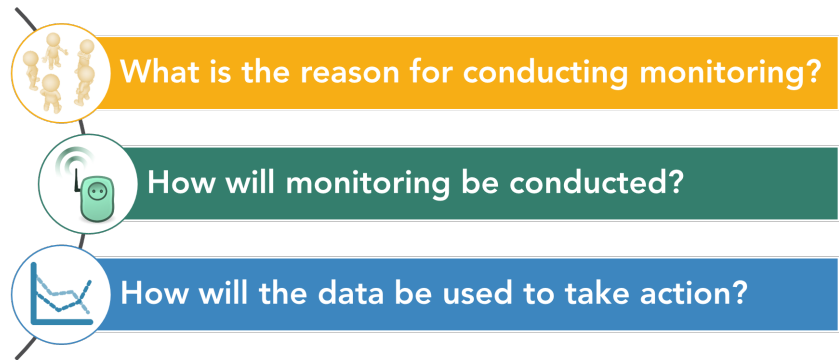
- The desired monitoring objectives will be clearly focused toward supporting a specific CERP action or suite of actions. Objectives can be designed to fill data gaps, evaluate effectiveness, and/or track progress towards emissions reductions when tied to specific, localized actions.
- The CAMP implementation timeframe and duration will be more clearly defined by being tied to a CERP action.
- Developing a CAMP and a CERP in tandem will streamline the development process and expedite associated emissions reductions.
- Community education, capacity, and empowerment will be harmonized for both monitoring and emissions reduction work.

Monitoring that is used to meet objectives outside of those tied to CERP actions should still be focused on filling data gaps and address specific actions. Air districts should work in partnership with communities to identify what information is already available and what additional information is needed to address the air quality concerns in their community. Alternative approaches to investigating and addressing air quality should be evaluated, and existing data (e.g. modeling, emissions inventory, health, enforcement, relevant air monitoring, ancillary studies like truck counts and pesticide use data) should be integrated to best support action. In some cases, enough data might already be available for a community to move directly to action without the need for new data collection.

Community Air Monitoring Plan Criteria

CARB defines criteria to guide air districts and communities in the development of CAMPs under the Program. The criteria include 14 elements that build from successful CAMPs and are flexible enough to apply to a variety of monitoring needs, yet stringent enough to support action. These elements address three key questions: the reason for, the process to, and the action resulting from the monitoring (see Figure 9).

Figure 9: The 14 elements of a CAMP address these three questions.



CAMPs should be designed to generate air quality data that is responsive to community needs and is accessible, transparent, understandable, and ultimately used to improve local air quality or health outcomes. Following the 14 elements helps clarify the purpose of monitoring and helps CARB and the public understand the need for community air monitoring data and how it can be used. These criteria are meant to ensure that monitoring is appropriate to achieve air quality goals and support tangible actions for each community. An abbreviated version of the 14 elements is provided in Table 4.

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Table 4: 14 Elements for Developing Community Air Monitoring Plans

CATEGORY	PLANNING ELEMENT	DESCRIPTION
WHAT IS THE REASON FOR CONDUCTING COMMUNITY AIR MONITORING?	1 - Community partnerships	Establishes community steering committee to inform the development of community air monitoring.
	2 - Community-specific purpose for air monitoring	Identifies the air pollution concern(s) within the community.
	3 - Scope of actions	Describes the range of potential actions that air monitoring data will support.
	4 - Air monitoring objectives	Defines what will be measured, when and where it will be measured, and why (e.g., to document highest concentration).
	5 - Roles and responsibilities	Identifies all parties responsible for air monitoring.
HOW WILL MONITORING BE CONDUCTED?	6 - Data quality objectives	Establishes level of data quality required to meet objective (e.g., precision, bias, sensitivity).
	7 - Monitoring methods and equipment	Identifies selected method and suitability of method to meet data quality objectives.
	8 - Monitoring areas	Indicates where monitoring will be conducted and the rationale for selecting those areas.
	9 - Quality assurance and control procedures	Specifies procedures that will be used to support scientifically defensible data.
	10 - Data management	Describes how data will be collected, managed, and stored.
HOW WILL THE DATA BE USED TO TAKE ACTION?	11 - Field measurements	Lays out the air monitoring timeline and field procedures for those conducting monitoring.
	12 - Evaluating effectiveness	Designates a procedure to check that original objectives are being met.
	13 - Analyze and interpret data	Outlines approach for analyzing data (e.g., comparing trends, identifying sources).
	14 - Communicate results	Establishes how information will be shared with the community, decision-makers, and CARB to inform appropriate actions.

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Prior to making the data available on [AQview](#), the statewide data portal, CARB reviews each CAMP using evaluation checklists to verify that all criteria within the 14 elements are addressed. The review ensures specific emphasis on community engagement and participation, monitoring objectives, actions that new monitoring data will support, and the process for communicating results. The level of detail contained in each element could differ substantially, depending on the specific needs and concerns within a community. The full list of criteria to be met within each element along with a detailed checklist for evaluating CAMPs can be found on CARB's [Community Air Monitoring Plan Guidance webpage](#). This page contains additional technical information for developing and implementing community air monitoring plans and best practices and examples from successful monitoring efforts.

The People's Blueprint aligns with the 14 elements listed in Table 4 and further emphasizes leveraging community members' detailed knowledge and awareness of community issues based on their experience of living and working in the community before preparing a CAMP. To the extent feasible, the community should participate in the selection of monitoring contractors, methodologies, pollutants, monitoring areas, and how data will be analyzed, interpreted, and shared. CARB staff agree with the People's Blueprint which also prioritizes providing education to communities on air monitoring technology to provide a foundational understanding of air monitoring.

For more information, please visit the comprehensive [Community Air Monitoring website](#) that provides information on existing community monitoring systems, outlines measurement technologies, and provides community science resources.

Promising Practices for CAMP Development

A collaborative partnership with the community throughout air monitoring planning, development, and implementation is essential to support effective community-focused monitoring. The People's Blueprint calls out the importance of identifying roles and responsibilities for constructive community engagement and equitable outcomes. Defining CAMP roles and responsibilities for all parties involved in CAMP development and implementation ensures that expectations are understood and agreed upon prior to beginning any air monitoring. CARB recommends the following practices during CAMP development in these two key relationships:

- Air district and CSC
 - Air districts work with the CSC and community residents to identify concerns, priorities, and potential goals; they can then collaboratively design air monitoring objectives based on these defined monitoring needs.
 - The air district should integrate lessons learned from successful collaborative approaches when designing the CAMP.
 - The CSC should help make decisions about logistics and resources associated with how monitoring will be conducted such as the types of monitoring approaches that should be used and when/where monitoring should occur.

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- Results from air monitoring should be responsive to the community's needs. The CSC should have a key role in defining how data will be analyzed and the process and timeline for information sharing and reporting back to the community.
- The CSC should work with the air district to set an annual budget for air monitoring work.
- The CSC provides approval of the CAMP, and the approval process is determined by the CSC governance document (for example, a CSC Charter).
- CARB and air district
 - CARB provides a statewide perspective through the CAMP review process and provides comments to air districts based on 14 element guidance criteria. AB 617 statute does not require CARB's approval for each CAMP; however, a full and transparent review by CARB can produce a more successful plan.
 - Air districts should coordinate with CARB while writing the CAMP. CARB staff should provide an initial draft CAMP review before releasing it to the public for comment. This process will help resolve potential CAMP issues and align CARB and the air district on the CAMP.

Monitoring may be conducted by the air district if they possess the appropriate expertise. However, a contractor or multiple contractors may be hired if the air district does not have sufficient expertise or resources to implement all parts of the CAMP. In some cases, community groups could lead air monitoring activities. In each of these scenarios, the roles and responsibilities of each team and key personnel should be documented in the CAMP. The CSC should be involved at the onset of planning to prioritize monitoring approaches and determine who will ultimately be responsible for conducting each of the monitoring tasks necessary to meet the objectives laid out in the CAMP. Throughout the process, CARB's air monitoring resources and tools should be leveraged to provide guidance, technical information, and examples from successful CAMPs.

Air Monitoring Resources and Tools

Detailed air monitoring guidance is available for community groups, air districts, and the public on CARB's online [community air monitoring webpage](#). The community air monitoring webpage is periodically updated and expanded by CARB staff as new information becomes available. Each page in the air monitoring toolbox has a specific goal to assist in community air monitoring (Table 5) and help the reader identify appropriate applications for each method. The purpose of the community air monitoring toolbox is to:

- Facilitate successful, collaborative development of CAMPs.
- Support the advancement and utility of air monitoring methods.
- Streamline data collection, display, and interpretation.

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Table 5: Air Monitoring Toolbox – Resources for monitoring air quality

Air Monitoring Topic	Description
<i>Community Air Monitoring Plan Guidance</i>	Provide detailed guidance for CAMP implementation. This page includes, but is not limited to, a detailed summary of the 14 elements, additional monitoring guidance from CARB, and examples of existing CAMPs.
<i>Review of Community Air Monitoring Systems</i>	Briefly summarizes ongoing community air monitoring systems.
<i>Outline of Air Monitoring Measurement Technologies</i>	Describes available air monitoring technologies and their applications in community air monitoring.
<i>Community Science Resources</i>	Provide monitoring guidance, sensor evaluation, and available resources for community scientists.
<i>AQview</i>	Data repository and display for Statewide community air monitoring.

The resources listed in Table 5 provide specific guidance on each of the 14 elements and examples of elements from other CAMPs. The *Review of Community Air Monitoring Systems* provides further information on existing community air monitoring systems across the State. The review of air monitoring technologies is designed to help communities and air districts select appropriate monitoring methods and equipment. The review includes a variety of instrumentation and methods capable of monitoring criteria pollutants and toxic air contaminants. Methods are considered through the lens of monitoring purpose (e.g., health research, hotspot identification) and instrumentation ranges from low-cost air sensor networks, through regulatory grade equipment, to advanced remote sensing systems. The resources for community scientists are designed to provide information and funding sources for community scientists and community-based participatory researchers. Ongoing laboratory and field-based air sensor evaluations are conducted by multiple agencies including CARB, South Coast Air Quality Management District (which operates the *Air Quality Sensor Performance Evaluation Center program*), and the U.S. EPA. Information from these evaluations is provided or linked within the air monitoring toolbox to assist community scientists and others in selecting methods to produce the type and quality of data required to meet their needs. Best practices and lessons learned from existing air monitoring systems are available in the toolbox to inform future air monitoring activities.

Statute requires air districts report monitoring data to CARB, and that CARB publish these data online. To address this requirement, CARB has developed a data portal, *AQview*, which

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allows reporting of both real-time preliminary data and validated final data. The reporting and communication of data is crucial for monitoring success, and each CAMP should outline data reporting and communication specific to each community (see Table 4). For more information on this data portal, please refer to the Statutory Requirements section or visit the [AQview webpage](#).

Community Emissions Reduction Programs

CARB anticipates that over the next five years of the Program, few, if any communities will be selected for development of a CERP (more on this in the [Transforming Community Selection - Focus on Consistently Nominated Communities section](#)). Should an air district determine, with support/partnership of community partners, that they have the resources to support a new community, the guidance outlined here and in [Appendix B: CERP Checklist](#) details the process. Therefore, this section of the document specifically addresses the 19 communities currently on the CERP path and provides guidance on improving their implementation and outcomes. Any current or future communities selected by CARB for CERP development are encouraged to follow the streamlined "[Tracking Results and Progress](#)" guidance outlined later in this document. This section focuses on topics relevant to [selected communities](#) and discussed in the [People's Blueprint](#) including CSC governance, implementation requirements, and tracking results and progress of CERPs. A streamlined process for CERP approval is also discussed.

Community Steering Committees

AB 617 ([Health and Safety Code, Section 44391.2, subdivision \(b\)\(1\)](#)) requires the air district containing a selected community to adopt a CERP, in consultation with the State board, individuals, community-based organizations, affected industry, and local governmental bodies in the affected community. CARB recommends the convening by the air district of a Community Steering Committee (CSC) as a forum for the consultation required by AB 617. To create new and foster existing local partnerships, air districts are responsible for convening a CSC for development of a CERP, but they may consider other forms of engagement to implement actions for communities not formally selected by CARB for the CERP process.

Forming a CSC and AB 617 Requirements

Creating a successful CERP requires meaningful involvement and communications with community members throughout the entire development process. To ensure community guidance in developing and implementing the Program, the air district needs to establish a CSC that includes a diverse representation of residents, local businesses, and environmental justice organizations, as presented in Figure 10.

The CSC's role in the Program is to:

- Identify and prioritize air pollution issues.

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- Guide actions for CERPs.
- Provide input on community definition.
- Develop approaches and assist with community outreach.
- Track progress.

Figure 10: Purpose and composition of a Community Steering Committee.

Community Steering Committee

Purpose				
 <p>Identify & prioritize air pollution issues</p>	 <p>Guide actions for:</p> <ul style="list-style-type: none"> • Community air monitoring • Emissions reduction program 	 <p>Define community & its boundaries</p>	 <p>Develop approaches & assist with community outreach</p>	 <p>Track progress</p>
Who should/will be part of it?				
 <p>Residents & community leaders</p>	 <p>Community organizations</p>	 <p>Agencies, e.g. local land use, public health, etc.</p>	 <p>Local business owners or workers & affected sources</p>	 <p>Others</p>

Composition of a Community Steering Committee

To ensure a collaborative partnership in developing CERPs, CARB recommends air districts form local steering committees, using an open and transparent application process, that is composed of community members who live, work, or own businesses within each community (e.g., community residents, small businesses, facility managers/workers, school personnel), with a majority of representation from community residents. The statute calls for “affected sources” to be consulted as well. Additional members may include participants from local environmental justice CBOs and public health organizations that work in the selected community; school personnel; city/county officials; land use planning agencies; transportation agencies; local health departments (e.g., hospitals, clinics, physical

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rehabilitation centers, public health counseling services); academic researchers; and labor organizations, as appropriate. The final CSC membership should reflect the diverse makeup across the selected community. CARB staff will participate to support discussion on CARB actions and programs and will provide technical support and other input.

A CSC must have enough active members to meaningfully partner with the air district through the development and implementation of the CERP and CAMP while also considering that an excessively large group could impair progress without adequate structure. Some large CSCs have implemented a subcommittee structure and working groups to accelerate plan development and implementation. Other large CSCs have CBO leadership to help distribute information and answer questions within the community, outside of and prior to regular CSC meetings.

Outreach Practices to Establish a CSC

To establish a representative CSC, input from local CBOs and environmental justice organizations is valuable in identifying interested participants. Engaging with local agencies, such as land use planning and transportation agencies, utilities, and industries, is also important. To ensure early input from community members, the air district should have a transparent process for applications, including a public meeting to discuss the formation of the CSC after the community is selected. Outreach efforts should encompass surrounding neighborhoods to inform the extent of the final community boundary.

Language access for residents that primarily speak languages other than English should be prioritized in the CSC recruitment and selection process, ensuring inclusivity. Following a robust community outreach campaign, the air district should convene the first CSC meeting within 60 days of community selection. It's essential to emphasize that the public can participate in CSC meetings even without being formal committee members. Effective outreach should work with the community to establish preferred communication formats, utilizing social media, email, flyers, or working with local leaders and influencers. Additional efforts might be needed to engage individuals not yet involved in air quality initiatives.

CSC Governance

Definition of Governance and its Importance to Process

"Governance" is the way decisions are made and how power is exercised in organizations or communities. It involves the processes, structures, and rules that guide and manage the actions and behavior of participating individuals or groups.

Governance is essential because it ensures that organizations and communities operate effectively, fairly, and transparently. It provides a framework for decision-making, accountability, and the responsible use of resources. Good governance promotes trust, participation, and collaboration among partners, fostering a sense of ownership and shared responsibility. By establishing clear rules, processes, and structures, governance helps

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prevent conflicts of interest, promotes ethical behavior, and enables organizations and communities to adapt and respond to challenges.

Determining Governing Structure

It's crucial to establish a suitable governing structure for the CSC early in the process because each community has its own cultural values and preferred ways of working together as well as specific air quality concerns. The Program includes differing examples of CSC structures showing that each community is unique and has distinct needs. There is no single structure that fits all. The foundation of any governing structure implemented through the Program should:

- Put community at the forefront of decision-making with influence over the planning and facilitation of meetings.
- Include an option for a skilled facilitator who will work closely with the CSC, air district, and CARB to establish a facilitation strategy.

The CSC, in collaboration with the air district, will establish the governing structure, which will be documented in a CSC charter.

CSC Charter

A charter is a document that outlines the purpose, governance, committee structure, and guidelines for a group or organization. It serves as a roadmap for how the group will operate and make decisions. When forming and coordinating the CSC, the air district should collaborate with the committee to create a clear charter that outlines the committee's process and structure. Important topics that should be considered for the charter include:

- CSC objectives.
- Roles and responsibilities.
- Time, term expectations.
- Eligibility, recruitment, and on-boarding procedures.
- Meeting frequency.
- Meeting dates, times, and locations to ensure accessibility/participation.
- Use of interpretation services at CSC meetings and broader public outreach efforts.
- Use of third-party or other skilled facilitation.
- Expectations for the timing and method of communications such as distributing information/data, meeting announcements and agendas, and specifying the expected deadlines for distribution in advance of events/activities.
- A decision-making process, including whether consensus, majority vote, supermajority, or any other method will be used to approve an item.
- Provisions for dispute resolutions.
- A clear conflict-of-interest and/or disclosure policy.
- How CERP or CAMP modifications can be considered post-adoption.

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Enforcement Plan

Enforcement of regulations by CARB and air district staff is critical to achieving regional and local air quality goals. AB 617 requires that CERPs include an enforcement plan. A strong and effective enforcement plan can ensure that existing and future regulatory efforts are successfully reducing emissions and improving air quality and public health.

The enforcement plan should be tailored to address specific community issues and be informed by a baseline understanding of current enforcement efforts at each source in the community, as well as the concerns of local community members. Many of the enforcement provisions may also be integrated into other elements of the community emissions reduction program, including the technical assessment, targets and goals, and reduction strategies. For details of the elements required in a CERP enforcement plan, see [Appendix B: CERP Checklist](#).

Streamlined CERP Approval Process

Statutory Language: [Health and Safety Code Section 44391.2, subdivision \(c\)\(4\)](#)

“The community emissions reduction programs shall be submitted to the state board for review and approval within 60 days of the receipt of the program. Programs that are rejected shall be resubmitted within 30 days. To the extent that a program, in whole or in part, is not approvable, the state board shall initiate a public process to discuss options for achievement of an approvable program. Concurrent with the public process to achieve an approvable program, the state board shall develop and implement the applicable mobile source elements in the draft program to commence achievement of emission reductions.”

The air districts have one to two years to both collaboratively develop the CERP and for the air district board to adopt it. Following air district adoption, it will be forwarded to CARB for consideration and approval if all the criteria outlined in this chapter and the [CERP Checklist](#) in Appendix B are addressed. CARB is required to review and approve the CERP within 60 days of receiving the air district adopted CERP.

Community Role in Finalizing a CERP

To finalize the CERP and proceed with the approval process, it is crucial for the community to demonstrate substantial support for the actions and budgets outlined in the final document. While the statute only mandates “consultation” with the community, it is essential to go beyond mere consultation and strive for a

collaborative approach that results in a CERP that receives significant community backing. Each CSC operates slightly differently, but typically, for voting CSCs, the CERP requires an affirmative vote for approval. At a minimum, a majority vote is needed to approve the CERP. This level of collaboration helps fulfill the spirit of the law. Prior to consideration for approval, CARB will create a space for community to voice their opinions on the CERP.

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District Role and Responsibility to Act on the Final CERP

Air districts must work with the community to develop a final CERP which must be heard for consideration before their air district governing board within one or two years, as required by law. Air district board hearings provide a formal opportunity for CSC representatives to present their perspectives, and for all community members and other affected entities to provide written and oral testimony, and for air district boards to provide comments or recommendations for revision before final adoption.

CARB's Role and Responsibility to Act on the Final CERP

To streamline CERP approval and expedite implementation, air district adopted CERPs will be reviewed for approval by CARB's Executive Officer, through authority delegated by the CARB Board. That process is further described below.

Consistent with current practice, CARB staff will review and evaluate each air district adopted CERP to ensure that it meets the criteria requirements contained within the Blueprint and that it will result in reduced air pollution emissions and exposure for that community. As the reviewer and approver, CARB's responsibility is to ensure that CERPs have been designed with community direction, sufficient rigor, and a technical foundation to deliver emissions reductions, as required by statute. CARB recognizes that the CSC may formulate actions that are not focused on emissions or exposure reductions but that are consistent with community priorities and within the capacity and jurisdiction of the air district or other parties that have committed to implement those actions. However, all elements required by AB 617 must be included, and each must be responsive to the criteria included in this Blueprint 2.0 and the [Appendix B: CERP Checklist](#) and appropriate to the specific community needs.

CARB will collaborate with the CSC and air district to design a public workshop on the CERP and, consistent with current practice, will develop a written report with the staff's assessment and recommendation. The CARB staff report will be available for public review and comment before being provided to CARB's Executive Officer. CARB staff will recommend approval of CERPs that include all the required elements such as metrics that are specific and measurable, tied to actions, community focused, with identified data sources and have a robust and specific set of targets, actions, and enforcement approaches, as applicable. Although CARB recognizes that not all CERP actions will result in quantifiable emissions reduction targets, all actions should include ways to define and track progress to assess the effectiveness and completion of all actions during the implementation phase. Meaningful and deliberate action tracking supports transparency and accountability of the CERP. CARB staff will recommend rejection of CERPs that are missing these significant elements. CERPs that do not show significant community support or are unlikely to deliver emissions reductions within the community may also be rejected.

CERPs that require additional documentation or consideration of certain elements will be recommended for either partial or contingent approval, depending on the strength of the

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remaining elements. Similarly, if a CERP does not have community support, CARB may choose to delay action and return the CERP to the air district for continued work with the CSC to further develop the CERP to achieve improved community validation. Under AB 617, CARB may also identify that a CERP is not approvable and initiate a public process to achieve an approvable program.

In considering approval of CERPs, CARB may establish requirements for CERP updates and/or identify specific interim implementation milestones to gauge progress or appropriately modify the CERP. CARB is committed to working closely with the air districts and the CSCs to ensure effective implementation.

Implementing a Community Emissions Reduction Program

Statutory Requirements to Implement a CERP

The *AB 617 statute* outlines specific CERP implementation requirements, which includes the following:

- "The community emissions reduction programs shall be consistent with the state strategy and include emissions reduction targets, specific reduction measures, a schedule for the implementation of measures, and an enforcement plan." (*Health and Safety Code Section 44391.2, subdivision (c)(3).*)
- "The programs shall result in emissions reductions in the community, based on monitoring or other data." (*Health and Safety Code Section 44391.2 subdivision (c)(4).*)
- "In implementing the program, the air district and the state board shall be responsible for measures consistent with their respective authorities." (*Health and Safety Code Section 44391.2, subdivision (c)(6).*)
- "Compliance with the community emissions reduction program prepared pursuant to this section, including its implementation, shall be enforceable by the air district and state board, as applicable." (*Health and Safety Code Section 44391.2, subdivision (c)(8).*)

Together, this means that the CERP must include actions that are enforced, and which, once implemented on schedule, will meet the emissions reduction targets and result in emissions reductions in the community based on monitoring and other data. The statute authorizes air districts and CARB to enforce actions within their respective jurisdictions. Of note is that the statute does not have requirements for other government agencies with jurisdiction related to air quality concerns of the community. However, to realize CERP goals to reduce emissions and exposures, communities and air districts can work with those agencies to encourage their voluntary participation.

CERP Implementation Responsibilities

Air districts and CARB will coordinate to ensure the implementation and enforcement of CERP actions using our respective authorities. More information about authorities is in the

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section titled "*Program Elements section.*" CARB is committed to continued involvement throughout implementation and will continue implementing actions that will provide local air quality improvements. CARB will also provide grants to help support technical, capacity-building, and community engagement needs. Refer to the *Community Air Grants for Capacity-Building section* for more information.

After CARB has approved a CERP, air districts must continue to hold a publicly transparent process and meaningfully involve the community. The CSC must be maintained throughout the implementation process, meeting at least quarterly or more frequently, if collaboratively determined by the CSC and the air district. The CSC and the community should review and provide input for annual reports. At least once a year during implementation, air district staff should provide outreach and community engagement for a CERP update presentation to their board (in advance of the annual report release) and include community representation to present their perspective.

Air districts should also maintain a webpage for each selected community. The webpage should host all the previously required elements and to ensure accountability and transparency during implementation, the page must also track the progress of individual actions and targets. Draft and final annual progress reports must also be posted on the webpage as they are released.

AB 617 does not require participation from cities, counties, transportation, or other agencies, nor are those agencies provided specific funding to be involved. However, as described in the *Working Together section*, there are many benefits of engaging these agencies. The community and air district should work with these agencies to bring attention to the co-benefits of working with the Program and gain their support and commitment on priority community projects. CARB will also work to engage these agencies. CERP actions may include work with these partner agencies and continued collaboration throughout implementation will often be necessary to accomplish the action's goals.

Engaging with Business and Industry

AB 617 requires that air districts consult with a range of stakeholders, including affected industry, in developing the CERP. Industry representatives can play important roles in the CSC by helping to develop feasible actions and later to inform their groups about incentives projects that require industry applicants.

Recommended Implementation Practices

Facilitation, Co-design, Co-drafting of the CERP

Each CSC is unique in its composition and structure. Some CSCs are large like Arvin-Lamont which has over 70 members and some are small like Southeast Los Angeles CSC, which has only 20 members. Some CSCs have co-leadership models like South Los Angeles (in partnership with co-leads), West Oakland (partnership agreement between air district and West Oakland Environmental Indicators Project), and Calexico/Heber/El Centro (in

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partnership with Comite Civico del Valle). There is also a co-host model in San Bernardino Muscoy and many Central Valley communities where CSC members help to lead and facilitate CSC meetings.

Experience in all CSCs has verified that skilled facilitation, whether provided by the air district, a co-lead, or other trusted facilitator, is essential. A facilitator can help build trust and ensure effective meetings. A collaborative approach is recommended when designing and implementing a CERP and, if possible, some form of shared authorship is encouraged as exemplified in the Richmond/North Richmond/San Pablo community.

Language Access and Agenda Setting Opportunities

To ensure everyone can participate meaningfully, CARB recommends addressing *language access* needs and involving community members in shaping meeting agendas. Sharing meeting materials beforehand also promotes understanding and active engagement. Language access and using *plain language*, removes barriers and ensures inclusivity. Allowing community input on agendas ensures their concerns are addressed and empowers them to influence decisions. Sharing materials, including videos, in advance allows participants to prepare and contribute to informed discussions. These practices foster an inclusive and transparent environment, valuing community voices and driving positive change.

Focused Workgroups or Subcommittees

Focused workgroups or subcommittees offer communities a platform to exchange information, collaborate, and address shared concerns. These smaller groups facilitate in-depth discussions on specific topics and enhance the overall efforts of the full CSC. While not all communities utilize this structure, it has proved to be advantageous in certain cases. Some communities favor comprehensive discussions within the full CSC, while others opt for smaller groups to delve deeper into specific areas, enabling a more focused approach. Establishing small groups is a recommended practice to consider during the implementation of a CERP.

Implementation Timeline

Implementing a CERP means to begin doing the actions identified in the CERP. Implementation of an action may begin when the CSC has demonstrated its support and when appropriate resources are available, even before the CERP has been adopted by the air district board or approved by the CARB Board. For instance, partnership and outreach actions often do not require specific funding and may begin once the community is supportive and at the air district's discretion.

Each CERP will define actions with targets to be achieved within five years, along with an implementation schedule that includes immediate and annual actions over the five-year timeframe. This schedule will help the air district and the community develop a work plan to ensure all actions are implemented and accomplished within this timeframe, however, it's

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reasonable to assume that not all actions can be implemented simultaneously, and the community will need to prioritize which projects to act on first.

The air district will provide a projected time to complete each action's planning, approval, and implementation phase to help the community identify their priorities. Some actions (specifically incentive projects) are pre-approved and can be implemented quickly using Program funds, but others, especially those involving partner agencies, such as land use and transportation infrastructure changes, will require a significant amount of time to plan, design, and acquire approvals and adequate funding. Time projections will help establish a workplan for all CERP actions. More information on implementation tracking can be found in the Tracking Results and Progress and the Fifth Annual Report sections below.

CERP Revisions and Realignment

As the CERP actions get more fully detailed, projects begin, and data is gathered, conditions could change, and the community might need to re-evaluate and realign its overall CERP priorities. Conditions that could affect CERP priorities include changes or additions to legal codes, rules, or other laws. Changes can also be caused by economic conditions, budgeting factors, or because alternative, more appealing funding sources are available. Other conditions could originate with the action itself, such as an unattainable monetary matching requirement. Monitoring or other data or any combination of the conditions described here could also affect the community priorities. As an example, if an action provides incentive funding, but the intended audience is not responding to the incentive funding solicitation, the community might want to alter the action to raise awareness, add additional incentive funds, or they could decide to shift any or all of that incentive effort and funding to a different or new action.

Annual CAPP reporting includes the evaluation of progress. It is also the opportunity to update and revise CERPs based on any new information and changing circumstances. Any revisions to CERPs should follow the decision-making process outlined in the CSC charter, including review and consideration by the CSC, air district and CARB staff, and as appropriate, the air district board.

Tracking Results and Progress

Over five years of Program implementation, CARB has discovered that air districts calculate and track CERP progress in different ways. The annual reporting process either duplicated efforts or requested data that wasn't being utilized. Tracking CERP progress was highlighted as a high priority for communities and CSCs. The *People's Blueprint* states that "One of the most powerful mechanisms that can be used by the CSC is development of successful metrics that measure the progress of the AB 617 community." This section aims to simplify and enhance the annual reporting process to create clearer and more useful progress tracking for CERPs. It specifically focuses on reporting for approved CERPs with new guidelines outlined in *Appendix B: CERP Checklist* of this document.

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To improve progress tracking, it is essential to establish clear terminology. In this document, we introduce and define the terms "action," "target," and "metric" in the context of this Program. Identifying targets, actions, and metrics is crucial for measuring progress during CERP implementation. These elements collectively contribute to defining success.

These elements can be defined as follows:

- Actions - specific projects or commitments to address community concerns.
- Targets - the quantified result of actions at a set point in time.
- Metrics - used to track and report the progress of individual actions. They must be specific, measurable, tied to actions, community-focused, and identify data sources.

What the Law Requires for CERP Tracking and Accountability

CERP Target Requirements

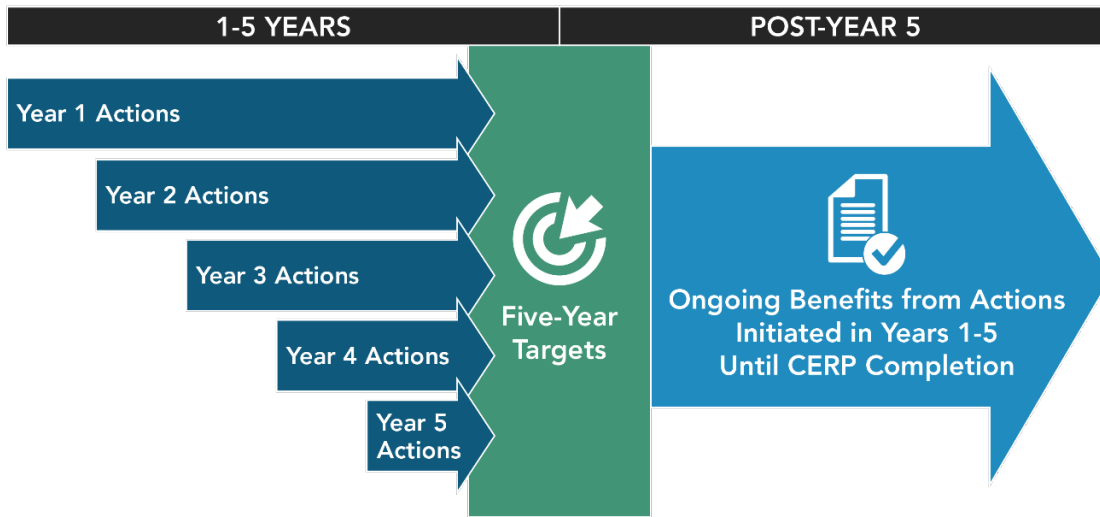
AB 617 requires that CERPs include emissions reduction targets. What is a target? Targets quantify the resulting emissions reductions of all CERP actions at set points in time. Establishing specific, quantifiable, and measurable targets is critical to track progress over time.

Emission reduction targets may not be quantifiable or applicable to all the actions in a CERP. Many current CERP actions are designed to achieve exposure reductions, improve community engagement, enhance enforcement activities and reporting, or develop partnerships to address challenging land use issues. For actions without quantifiable emission reduction targets, action-specific trackable targets still need to be defined so progress can be measured up to completion.

CERPs need to establish targets that should be achieved by the 5th year of implementation. The CSC and air districts should work together and prioritize actions throughout CERP implementation in order to meet the 5th year target. The first five years are the "implementation stage" followed by "post-implementation." Action benefits might be ongoing as indicated in Figure 11. Actions that produce long-term emissions or exposure reductions should be clearly outlined in the CERP and continuously tracked and reported. CERPs are legally required to achieve emissions reductions in the *selected community*, so it is important to sustain these reductions even after the CERP is implemented. Since monitoring data may take many years and/or extensive analysis to demonstrate resulting improvements in air quality, different metrics, such as project specific incentives investments and estimated emissions reductions, and projected emissions reduction estimates associated with rules or regulatory actions can be used to track anticipated emissions reductions within the community until air quality monitoring data becomes available. Metrics for all other actions, for which resulting emissions reductions cannot be directly quantified, should be developed in consultation with the CSC on an action-by-action basis and tracked at least annually to report progress. Examples include actions related to outreach events, partnership and collaboration with other agencies, and land use actions.

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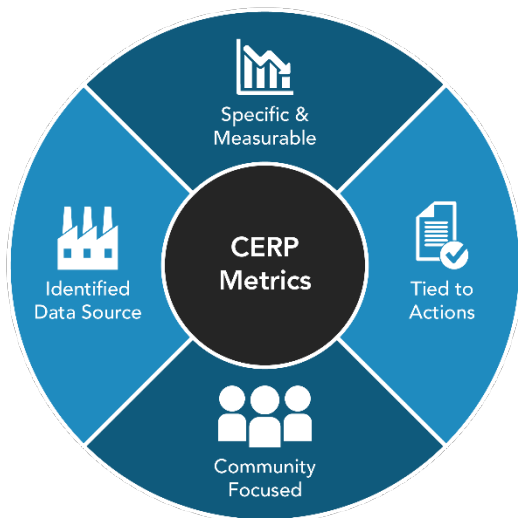
Figure 11: CERP Implementation Schedule showing five-year targets and potential ongoing benefits post-year 5.



What Makes a Good CERP Action Metric for Tracking Progress?

In collaboration with the CSC, the air district must establish realistic targets to be achieved within the 5-year implementation period, develop actions to achieve these targets, and metrics (for each action) to track progress. Monitoring progress during CERP implementation is crucial. Therefore, each action outlined in the CERP should have metrics that are specific, measurable, tied to actions, community focused, and identify source data as exemplified in Figure 12. When combined, these metrics can evaluate overall progress towards the CERP targets.

Figure 12: Important characteristics for all metrics. Each should be specific and measurable, tied to actions, community focused, and have an identified data source.



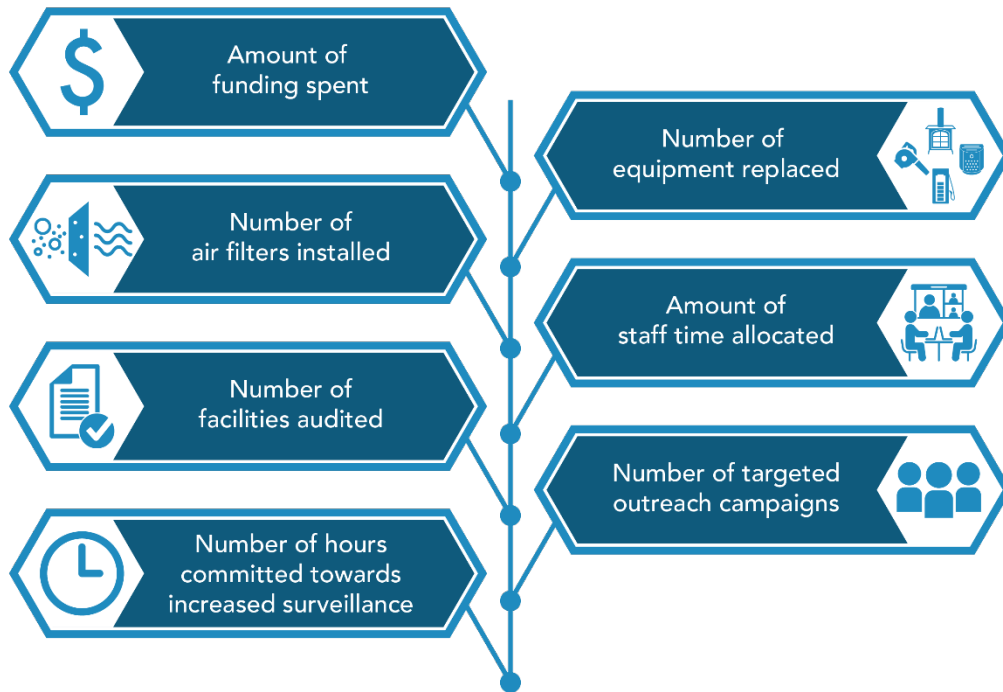
Actions with quantitative emissions reductions metrics can be combined to assess progress towards a CERP's overall emissions reduction target. However, it's unlikely that a single metric alone can demonstrate progress. Some actions may have a quantitative metric, a qualitative metric, or any combination of these metrics that can all be used to track and report progress.

All metrics should be defined during CERP development. As laid out in Figure 13, quantitative metrics could include things like the amount of funding spent, number of

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equipment installed or replaced, number of facilities audited, number of hours or staff time committed, or the number of outreach campaigns. The goal is to identify a set of metrics that offer insight and accountability at the community level, presented in a user-friendly format.

Figure 13: Examples of CERP action metrics that can be used to measure progress of action implementation.



Annual Reporting Requirements

AB 617 requires air districts to develop annual progress reports on the status of implementation of their CERPs. (*Health and Safety Code Section 44391.2 subdivision (c)(7).*) This section covers the required content, public noticing, and timing of these reports. CARB recommends that all CERP annual reporting follow this guidance moving forward. Because of the multi-year and dynamic nature of CERPs, changes and modifications to the original plan are expected, and these annual reports serve as a way for the air district and CSC to update the public and CARB on their mutually agreed upon revisions.

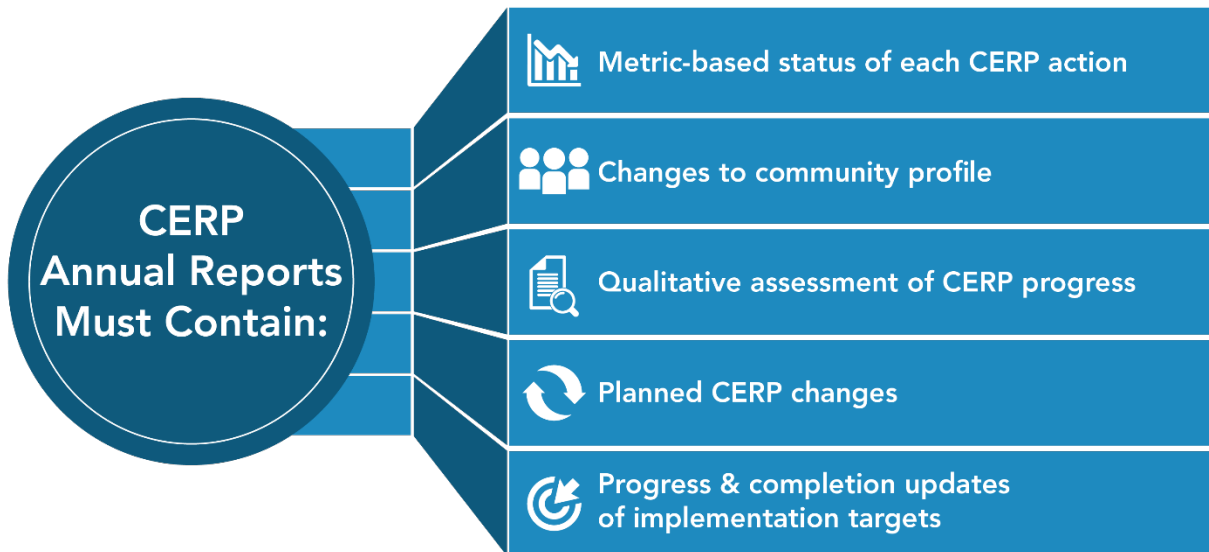
Annual progress reporting is an important Program tool for identifying promising actions for either targeted or statewide implementation. CARB will review the annual progress reports and assess the potential for actions to be incorporated into the *Technology Clearinghouse*, *Program Resource Center*, and/or Program revisions as appropriate. Annual progress reports will be synthesized and summarized as part of CARB's annual update on Program implementation presented to CARB's Board.

As itemized in Figure 14, each air district's annual CERP report must include the metric-based status of each CERP action, changes to the community profile, a qualitative

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assessment of the CERP's progress, planned CERP changes, and an update on progress and completion of implementation targets.

Figure 14: Information to include in air district annual reports.



Minimum Requirements

The annual progress reports are the primary mechanism to monitor progress on the CERPs. The annual progress reports will include the following information for each action contained within a CERP:

- Air district implementing the CERP;
- Community implementing the CERP;
- Action names/identifiers;
- Short description of each action;
- Qualitative assessment;
- Metrics for each action (units for measuring progress);
- Targets for each action (using metrics);
- Progress (using metrics); and
- Percent completion based on progress towards the targets (using metrics).

Some CERP actions could result in quantifiable emissions reductions. For the actions with quantifiable emissions reductions, there are additional requirements:

- Pollutant name;
- Target emissions reductions - in 5th year benefits (tons per year) and lifetime benefits (total tons); and

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- Emission reduction progress - in 5th year benefits (tons per year) and lifetime benefits (total tons).

For actions where it is possible to estimate emission reductions, CARB recommends that emissions reduction targets and progress be provided in both *5th year emissions reductions* (tons per year) as well as in *lifetime emissions reductions* (total tons) as they each serve a different purpose. The *5th year* target provides an impetus for air district to swiftly identify and begin implementing actions that achieve the *5th year* targets (tons per year) as CERPs come to completion. It serves as a benchmark that by the end of the *5th year*, the air district would have implemented actions that will, at minimum, provide the *5th year* target emissions reductions (tons per year). However, CARB also recognizes that in some cases, certain actions could have delayed implementation or will begin providing emissions reductions past the *5th year* CERP completion date. In those cases, while the air districts might not meet the *5th year* emissions reduction target, the delay in implementation would still yield similar *lifetime benefits* as envisioned in the CERP, even if the actions were implemented past the *5th year*. The *lifetime benefits* therefore represent accrued, or cumulative, emissions reductions that a community will get from these actions.

Finally, incentive actions have the following requirements:

- Target funding amount;
- Target project quantity;
- Funding progress; and
- Project quantity progress.

Unlike incentive actions that have a well-defined project lifetime, certain emissions reduction actions, such as a regulation or a rule, do not generally have a sunset and therefore their *lifetime* emissions benefit cannot be readily estimated. In cases of such actions, CARB staff recommends using "CERP lifetime" to report emission reductions of a regulatory action or a rule. The metrics include:

- Pollutant name;
- Target emissions reductions - in 5th year benefits (tons per year) and CERP lifetime benefits (total tons); and
- Emissions reduction progress - in 5th year benefits (tons per year) and CERP lifetime benefits (total tons).

The CERP lifetime emissions benefits are defined as potential cumulative emissions reductions of a proposed regulation, or a rule, achieved within 10 years after the CERP adoption by the local air district irrespective of when the rule was adopted by the CARB Board and its implementation started. It should be noted that the CERP lifetime emissions benefits may not be reflective of the cumulative emissions benefits associated with a rule and in many cases these rules will likely continue to provide emissions reductions past this suggested CERP lifetime. The CERP lifetime approach was chosen to minimize uncertainties in estimating emissions benefit over a longer period, especially for rules that are still in

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development phase, and therefore included in CERPs, and to alleviate requirements for air districts and CARB to develop extensive emissions inventories to project long term emissions benefits trends.

Timing and Noticing

Annual progress reports must be made available to the public no later than **October 1 of every year** for the CERPs that have been adopted by the local air district board. In cases where a CERP was adopted by the local air district board on or after April 1, while CARB encourages submission of an annual report, the air districts can request an exemption from CARB and submit an annual report October 1 of the following year. CARB staff primarily relies on annual reports provided by the air districts to update the CARB Board on Program implementation progress across all the CERP communities. Annual reporting supports air district implementation and continued enhancements or modifications to the Program. Air districts must post the annual progress reports on the dedicated community webpages, issue a public notification that the report has been released, and present the progress report to its board at a public hearing to discuss the contents.

Review of CERP Implementation and Emissions Reduction Targets

CARB will review annual reports and will work with air districts to clarify any information. Annual reports are also used for CARB's annual reporting on overall Program implementation updates to the CARB Board.

If the air district anticipates any delays in implementing specific actions, it is important to communicate the reasons behind the delay in the annual report. A new anticipated date of completion should be provided to manage expectations and the report should describe the air district's engagement with the CSC about the revised timeline to achieve targets.

Continued annual reporting is crucial until all CERP targets are complete, even if it extends beyond the initial 5-year implementation period. Air districts should continue engagement and reporting to the community until all actions in their plan have been completed. This ensures that the air district and CARB remain accountable for the plan's implementation and provides ongoing transparency on progress and outcomes to the community.

By following these guidelines, air districts and CARB can effectively track progress, address challenges, and ensure that the CERP goals are met, leading to tangible improvements in local air quality.

Fifth Annual Report

Air districts and CSCs are required to create annual reports that provide status updates and changes to any actions, including progress towards achieving each action's specific target. Because of the multi-year and dynamic nature of CERPs, changes and modifications to the original plan are expected, and these annual reports serve as a way for the air district and CSC to update the public and CARB on their mutually agreed upon revisions. As previously mentioned, due to CERP implementation spanning multiple years and being subject to

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changes, it's expected that the original CERP will be adjusted. The fifth annual report is an opportunity for the air district and CSC to assess CERP progress and establish a plan for completion of any remaining actions.

The fifth annual report will contain the following:

- A review of each CERP action including a summary of whether it met its 5-year target, including how much additional time will be necessary to complete the action.
- If an action was modified or removed from the original CERP, a description of the rationale for the modification or removal.
- For all incomplete actions, a mutually agreed upon plan by the CSC and air district to complete implementation with a revised timeline and mechanism for periodically updating the CSC on progress towards completion.

Annual progress reports post-implementation will contain updates on the implementation status of any outstanding actions until their completion. Once all pending CERP actions are finished, a final report will be submitted to confirm and summarize the plan's results.

In addition to the assessment of CERP actions, the fifth annual report should also contain a review of the CSC process. This review will serve as a mechanism for assessing the effectiveness of the existing CSC process, including governance related issues, to identify strengths, weaknesses, and areas for improvement. This process review can also help guide the community engagement structure moving into post-implementation. This process review may include the following:

- Collection of participant comments (CSC members, air district staff, etc.) related to the CSC process and governance.
- An assessment of attendance and engagement to determine the CSC's reach and impact.
- An assessment of the degree to which the process was accessible and inclusive of all community members, including areas such as use of plain language, language access, technology barriers, and age.
- Review of meeting structure and charter (format, frequency, duration, use of subgroups or subcommittees, etc.) to examine the value and effectiveness of the current structure and applicability to post-implementation phase.

CARB encourages air districts to include any other elements in this assessment, as appropriate.

Transitioning after Five Years of CERP Implementation

As CERPs complete their fifth year of implementation, CARB staff will collaborate with air districts and community members to assess the fifth-year annual report. This review will be conducted openly and will examine implementation progress. Additionally, CARB will consider whether further actions are necessary to meet the statutory requirements for

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CERPs. If statutory requirements are found to be unmet, CARB will ensure they are addressed in a transparent and public manner.

For example, CARB and air districts will discuss with the community in a transparent process what additional actions are appropriate to:

- Meet the emissions or exposure reduction targets in the CERP.
- Identify if new air quality issues are arising in the community that should be addressed through a separate process.
- Implement actions as described in the CERP.
- Improve monitoring or tracking of implementation progress on an ongoing basis.
- Improve community engagement in air quality governance.
- Improve engagement with or actions that can be taken by other government agencies with jurisdiction over air quality issues that are ongoing in the community.

Additional actions could include:

- Ensuring air district implementation and incentive funds are directed at cost-effective and reasonable efforts to meet the targets or implement remaining CERP actions.
- Engage with the affected community regarding continuing governance issues in air quality activities.
- Updates about ongoing air district, CARB, or other agency efforts.

For those CERPs that require additional time beyond the initial five years, the air district may consider transitioning its role to focus more on completion of CERP actions—while still engaging with the CSC in implementation and reduce its role in providing logistical support to the CSC. This may take the form of reduced meeting frequency of the full CSC and workgroups or subcommittees. At the five-year mark, sufficient community capacity should allow a more open process with government agencies, specifically CARB and the air districts, adopting a supportive role focused on completing implementation of any remaining CERP actions.

Conclusion

Realizing the vision for racial equity and environmental justice in overburdened communities requires a two-pronged approach. U.S. EPA, CARB, and air districts must continue to aggressively pursue attainment of health-based air quality standards through use of our collective regulatory and enforcement authorities. Addressing persistent disparities in air quality at the local scale, as called for by AB 617, requires consistent commitment to focus public resources and attention on the communities currently in the program and that have been consistently nominated. Lessons learned from work with selected communities, air districts, businesses, and agencies in the first five years of the Program provide a strong foundation for continued collaboration and implementation of updates that build upon successes and respond directly to challenges.

Final Draft

As no one person or agency was responsible for the air quality burdens that created and perpetuate environmental injustice, no one person or agency will achieve environmental justice without collective, sustained commitment to clean air for all. Blueprint 2.0 is a guide for all local land use decision makers, communities, business and industry, research and academia, and other state and federal agencies. We encourage everyone to read the Blueprint 2.0 to find pathways to play an impactful role in implementing community air protection in all disproportionately impacted communities and work together to finally achieve clean air for all.