

Community Air Protection Program Annual Progress Report

July 2024



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Executive Summary

Since 2018, California has committed \$1.2 billion to building the Community Air Protection Program, which is one of the most essential tools the California Air Resources Board (CARB or Board) and air districts have to advance clean air for the most disproportionately impacted communities in California. The statute sets the bar in centering community priorities and voices in decisions about local scale air quality protection. It has catalyzed new partnerships and deepened existing ones with overburdened communities and air districts focused on reducing local sources of air pollution to protect public health. Seven of the 19 communities in the Program are in their fifth year of implementing their CERPs with six more in earlier stages of implementation, resulting in substantial reductions in air pollution emissions and exposures.

In October 2023, after robust engagement with community and partner representatives, including the AB 617 Consultation Group, the Board approved the Community Air Protection *Blueprint 2.0*, which is CARB's Statewide Strategy and implementation guidance to reduce harmful emissions and exposures to air pollution in communities most impacted by poor air quality. This is the first Report following the approval of Blueprint 2.0. Blueprint 2.0 is deeply informed by the People's Blueprint and contains many commitments by CARB to respond to needs identified by a subset of Consultation Group members who drafted the People's Blueprint.

Blueprint 2.0's most significant change outlines a roadmap to both sustain CARB's commitment to the 19 selected communities currently in the Program, which represent about four million people, and, at the same time, to partner with state, tribal, local, and federal agencies to direct resources and action to improve air quality in the more than 65 communities across California nominated for the Program but not selected. This is an ambitious goal that calls on all partners to continue to work together to achieve the promise of AB 617.

This Annual Progress Report (Report) highlights progress made by air districts and the thirteen communities in the Community Air Protection Program (CAPP or Program) that have been implementing Community Emissions Reduction Programs (CERPs) for at least a year as of December 2023.

The Report:

- Highlights actions focused on monitoring, permitting and enforcement of air protection rules, grants and incentives, rulemaking, and collaborative partnerships to reduce cumulative exposure burden in some of California's most impacted communities.
- Describes progress to advance the three new pathways identified in Blueprint 2.0 to support other communities not formally selected under the Program.

- Describes progress in meeting goals and actions set forth in Blueprint 2.0.

Much of the success in the last year of implementation stems from community direction and leadership, meaningful collaboration across various state and local agencies, and actions focused on reducing emissions in communities. The companion [Community Highlights Hub](#) highlights the many achievements across communities, air districts, and CARB.

Key Findings

- Community Air Protection (CAP) Incentives are driving the reduction of air pollution emissions and exposures through thousands of community-prioritized projects.
 - From 2018 through November 2023, air districts have invested \$511 million (of the total \$1.2 billion appropriated) in projects and an additional \$88 million on administration and project implementation costs.
 - Over 5,200 projects, including 1,200 zero-emission technology projects, are funded.
 - CAP projects will reduce over 22,000 tons of oxides of nitrogen (NO_x), 1,500 tons of reactive organic gases (ROG), 900 tons of particulate matter (PM), and 250,000 metric tons of greenhouse gas (GHG) emissions statewide.
 - Air districts have awarded \$193 million (or roughly 35 percent) of expended funds across all 19 CAPP communities that will result in estimated lifetime emissions reductions of over 10,000 tons of NO_x, 570 tons of ROG, 380 tons of PM, and 120,000 metric tons of GHG emissions.
 - “Projects” vary widely in scope depending on each different funding category. Kinds of projects include the scrappage of individual pieces of old, high-polluting, heavy-duty diesel equipment such as big rigs, marine vessels, or locomotives; large-scale infrastructure projects to install new zero-emission charging stations or to fund the creation of green spaces, vegetative barriers, or bike paths; or in some cases, includes the purchase of equipment specifically for residents, such as new in-home air filtration units or zero-emission lawn and garden equipment.
 - Community-identified incentives projects allow air districts to design and implement new kinds of incentive projects to address CERP strategies as needed. As of November 2023, CARB staff has reviewed and approved 18 of these project plans, leading to the investment of \$5.8 million in 2,300 Community-Identified Projects. San Joaquin Valley Air Pollution Control District (SJVAPCD) created the first of these plans to support the South-Central Fresno community CERP, consisting of funding for a study of truck traffic within the community.
 - Exposure reduction remains a key priority within CAPP communities. Seven of the 18 Community-Identified Projects Plans that rely on incentives provide criteria for air districts to implement exposure reduction-focused projects, such

as school and residential indoor air filtration, truck rerouting studies, and urban greening and vegetative barrier projects.

- Rule development strategies will reduce emissions and exposure in many communities in the jurisdiction of the South Coast Air Quality Management District (SCAQMD) (Rule *2306*, *1460*, and *1109.1*),
- The combined estimated emission reductions in the thirteen CERP communities from CARB's statewide strategies and regulatory actions during the fifth (i.e., target) year of CERP implementation is estimated to be around 1,800 tons/year of oxides of nitrogen (NO_x), 28 tons/year of particulate matter (PM_{2.5}), and 27 tons/year of diesel particulate matter (DPM) in the fifth year.
- As of July 2024, of the 19 communities selected into the Program, seven are in their fifth year of CERP implementation, four are in their fourth year of implementation, two are in their third year, and two is in their first year. Additionally, three communities are developing their CERPs. Finally, one community is implementing its Community Air Monitoring Plan (CAMP) and is being recommended to the CARB Board to transition to a CERP community.
- Communities implementing a CAMP continued and often expanded air monitoring efforts, with increased monitoring for air toxics and mobile monitoring platforms. Leveraging air monitoring has provided near real-time public access to information and has driven enforcement actions, especially for violations at petroleum storage and distribution facilities.
- CARB and air district staff have been working with community steering committees (CSC) to implement CARB Board-issued guidance found in the CERP-approval resolutions.
- Community-focused enforcement is a priority for CARB's Enforcement Division and is yielding strong results. Moving forward, CARB staff will continue to conduct community-prioritized enforcement work in overburdened communities, including those not selected for the Program.
- Supplemental Environmental Projects (SEP) program staff have actively participated in CAPP meetings and coordinated with local community groups and air districts to support their funding needs. From 2022 to the present, SEPs have funded approximately \$16 million across 27 projects. Out of the \$16 million, approximately \$13 million funded 17 projects located in various CAPP communities.

2023 Program Implementation

AB 617 requires that air districts prepare an annual implementation report for each Community Emissions Reduction Program (CERP). If a community is selected for a Community Air Monitoring Plan (CAMP), it must begin monitoring within a year of selection. Blueprint 2.0 describes the required content, public noticing, and timing of the annual reports and monitoring plans. CARB has requested that CERP implementation reports be provided to CARB every fall.

Air districts submitted either an annual report or an air district board presentation for all 13 of the 19 selected communities that have completed at least one year of CERP implementation as of December 2023 (the year of selection for CERP is shown in parentheses) (Air District reports are linked in Attachment C):

- Arvin, Lamont (2021),
- East Los Angeles/Boyle Heights/West Commerce (2018),
- Eastern Coachella Valley (2019),
- El Centro/Heber/Calexico (2018),
- Portside Environmental Justice Neighborhoods (2019),
- San Bernardino/Muscoy (2018),
- Shafter (2018),
- South Central Fresno (2018),
- South Los Angeles (2021),
- Southeast Los Angeles (2019),
- Stockton (2019),
- West Oakland (2018), and
- Wilmington/Carson/West Long Beach. (2018)

CAMP implementation and monitoring began before 2023 for these communities (excluding the CERP-only community of West Oakland).

The San Diego Air Pollution Control District adopted the International Border Community CERP on January 11, 2024, and will provide an Annual Progress Report later this year. The Bay Area Air Quality Management District adopted Richmond-North Richmond-San Pablo Path to Clean Air Community Emissions Reduction Plan on May 1, 2024, and will provide an Annual Progress Report later this year.

Three communities are currently developing a CERP for future review for approval by the local air district board, followed by CARB:

- East Oakland (2022),
- Bayview Hunters Point Southeast San Francisco (2023), and
- North Imperial Phase 1 (2023)

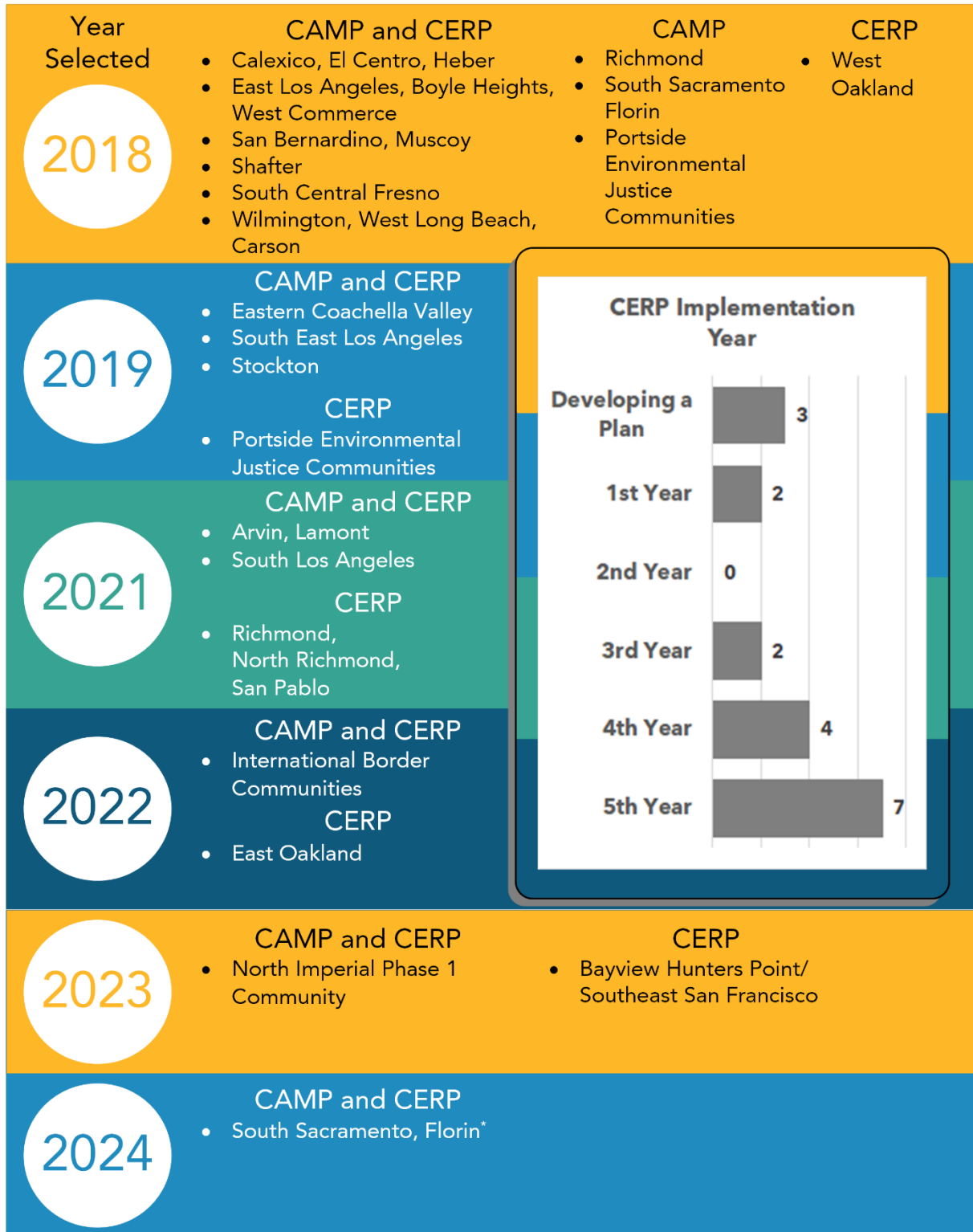
CARB selected North Imperial Phase 1 for CAMP and CERP in 2023 and began monitoring in February 2024. East Oakland and Bayview Hunters Point Southeast San Francisco are CERP-only communities.

CARB selected the community of South Sacramento Florin for a CAMP in 2018.

Implementation Status of Selected Communities

Figure 1 provides the implementation status of 19 communities in the Program. Today, the community of South Sacramento Florin is being nominated to transition to develop a CERP.

Figure 1: CAPP communities' status as of July 2024



* - CARB Board to consider transition to CERP on July 25, 2024

Blueprint 2.0

AB 617 requires CARB to update the Program Blueprint at least once every five years. The CARB Board unanimously approved the first major revision, Blueprint 2.0, in October 2023. Developed with robust public engagement, Blueprint 2.0 describes a streamlined process to ensure successful completion of CERPs developed by air districts and CSCs, outlines additional pathways to bring Program benefits to more communities, specifically those that have been *consistently nominated* but not selected for CERP development; and centers Program guidance on environmental justice, equity, and civil rights principles.

2024 Program Priorities

Part One of Blueprint 2.0 outlines a 5-year strategic plan focused on eight goals. Each goal includes actions CARB has committed to complete over the next five years. Some of these goals carry over from themes in 2018 Blueprint, such as the emphasis on training, civil rights, and partnerships. Lessons learned from the Program's first five years and extensive engagement has helped shape new goal areas. Over the next five years of the Program, CARB will put emphasis on engaging with and addressing the concerns of *consistently nominated communities*, aligned with the Blueprint 2.0's goals aimed at reducing air pollution, mitigating climate change impacts, and advancing environmental equity across the state. In 2024, CARB staff have committed to and prioritized the following actions:

- Revise the *Community Air Protection Incentives Program Guidelines* (CAP Incentives Guidelines or Guidelines). Following a 30-day public comment period culminating in a public virtual workshop on March 19, 2024, staff published the *revised CAP Incentives Guidelines* on April 11, 2024.
- Develop and provide training for future Local Community Emissions Reduction Plans (L-CERP) *Community Air Grant* (CAG) recipients.
- Initiate a third-party programmatic evaluation.
- Staff training in environmental justice, public participation, and civil rights.
- Develop engagement plan for consistently nominated communities.
- Redesign and update the Community Air Protection Program web pages.

Commitment to Existing CERPs

CARB and air districts will work with community steering committees (CSCs) to ensure completion of actions in all the CERPs, including CERPs that will require more than five years to implement, with a priority focus on CERPs that are in their fourth or fifth year of implementation. In 2018, CARB estimated it would take about five years (once a CERP was approved) to implement CERP actions. Overtime, and through engagement with air districts and communities, we have learned that more than five years will be required to complete the actions in most CERPs. CARB will work with air districts and communities as needed beyond the fifth year to ensure CERPs are completed swiftly. Other initiatives by CARB to

ensure timely completion of the CERPs include prioritizing support to CERPs in their fourth or fifth implementation year, co-designing peer-to-peer learning opportunities with air districts and CSC representatives, and establishing dashboards to track implementation progress. Three agencies currently post progress toward CERP completion online and CARB has established an *CommunityHub 2.0* to track the overall Program funding progress. Some of the air districts are in process of developing similar online tools to describe progress for specific actions and strategies in their CERPs.

AB 617 Consultation Group Reinvigorated in 2024

In January 2018, CARB convened the *AB 617 Consultation Group (Consultation Group)*, chaired by CARB Board Member Dr. John Balmes, as a forum for consultation with representatives from CARB's Scientific Review Panel on Toxic Air Contaminants, air districts, the Office of Environmental Health Hazard Assessment (OEHHA), environmental justice organizations, affected industry, and other interested stakeholders to advise on the development of statewide strategy, the Blueprint, to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. In 2022, CARB Board Member Davina Hurt joined the Consultation Group as a co-Chair.

The Consultation Group conducted public meetings throughout 2022 to 2023 to discuss elements that should be considered in the development of Blueprint 2.0. The Consultation Group held three meetings, in March, June, and July, of 2023, and shared the following comments around the following themes:

- Promotion of community-agency partnerships and coordination, participatory budgeting, and power-sharing.
- Create a formal mentorship between new and experienced communities to help build capacity and strengthen the process.
- Accountability and tracking progress are essential – focus on exposure reductions versus emissions reductions.
- Metrics of success may be different than metrics for completion of CERP implementation.
- Support community-focused enforcement activities and provide more detail on how the enforcement process has the potential to reduce emissions.
- Promote air district and local government participation in L-CERP project implementation.
- For *consistently nominated communities*, support the assessment and prioritization of CNCs, and that there is a process to budget for providing expertise, community engagement, and other capacity-building resources to these communities.

- Prioritize spending of Community Air Protection incentives and grant funds such that they provide local jobs and training opportunities.

CARB provided responses to the Consultation Group's and public stakeholder recommendations and comments received in its [Summary of Comments to Draft Blueprint 2.0](#) (April 2024) on the draft BP 2.0. These comments and recommendations were helpful in shaping BP 2.0's goals, objectives, and actions.

New Directions

Formal community selection for a CERP and CAMP has been effective in bringing resources into communities burdened by high cumulative exposure to address air quality concerns and learning about local strategies to address pollution that can transfer to other communities. CARB recognizes the need for more sustainable pathways to allow for community members, environmental justice organizations, air districts, and CARB to work together to improve air quality at the local scale. CARB and the air districts can partner with communities to develop enforcement agreements, community air monitoring plans, and capacity-building projects. Moving forward, a vital Program component will be to offer benefits and resources to other communities beyond those formally selected for CERPs or CAMPs.

The following sections describe new pathways for communities to leverage Program resources and actions and bring benefits outside the formal selection process. These pathways encourage partnerships with state, local, and federal agencies to build support for directing resources and action to improve air quality at the local scale.

Local CERP Community Air Grants

With the adoption of Blueprint 2.0, CAG now include a new project category that brings together community and tribal government partners to develop and implement community-driven and focused actions to improve air quality. State law authorizes CARB to administer community air grants to community-based organizations (CBOs) and California Native American tribes for technical assistance and to support participation in the community air protection process. This latest project type is called the Local Community Emissions Reduction Plan (L-CERP). Under this new project type, a Community Air Grantee, ideally with the participation of the air district, local government, and business and industry partners, develops a set of priority actions to improve local air quality. The plan is the 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.

Examples of **L-CERP eligible activities that support the community air protection process** include the following:

- Develop a charter to support governance and decision-making.
- Set community boundaries.
- Recruit and engage impacted residents and potential partners in the community.
- Review air quality data, prioritize air quality concerns, and develop and prioritize actions to address those concerns.

The L-CERP project differs from Program CERPs (Table 1) developed by air districts and formally selected communities, which require that those CERPs be adopted by the air district board and approved by CARB. See the Table 1 for more detail.

Table 1: CERP vs L-CERP

	Community Emissions Reduction Program (CERP)	Local Community Emissions Reduction Plan (L-CERP)
CARB Board Approved?	Yes	No
Defined By:	AB 617 Blueprint 2.0, Part 2	Community Air Grant Request for Application (RFA)
Funding to Develop:	Air District Implementation Funds (Grants) (~\$1M - \$3M annually per CSC community)	Competitive Community Air Grant (CAG) Funds (~\$300K - \$500K max per award)
Role of Air District:	<ul style="list-style-type: none"> • Convene the CSC • Co-lead CSC • Co-develop CERP • Review and approve CERP • Implement CERP actions 	<ul style="list-style-type: none"> • May provide letters of support as requested and appropriate • As resources allow, participate as invited • Implement actions as authorities and resources allow (e.g., may use implementation and incentives funding)
Role of CARB:	<ul style="list-style-type: none"> • Participate in CSC • Review and approve CERP actions • Implement CARB actions, as appropriate 	<ul style="list-style-type: none"> • Develop RFA through a public process • Administer CAG grant • Provide technical assistance via staff liaison support • Participate in L-CERP as invited • Implement CARB actions, as appropriate

Progress in Cycle 3 and 4 L-CERPs

A group of CBOs including the Central California Asthma Collaborative (CCAC), the Central California Environmental Justice Network (CCEJN), the Central Valley Air Quality Coalition (CVAQ), Madera Coalition for Community Justice (MCCJ), and Valley Improvement Projects (VIP) are leading a Cycle 3 CAG project (Valley L-CERP grant) underway in the San Joaquin Valley. This L-CERP project, awarded in 2022, targets and expands on emissions reduction actions through engagement with community members in Stanislaus, Madera, and Tulare counties. The grant supported the engagement of community members to understand the variety of existing and proposed emissions reduction actions already available in CARB-approved CERPs developed by formally selected CAPP communities in the San Joaquin Valley. Project leaders were interviewed to support a case study to assess and refine this L-CERP approach.

The Valley L-CERP grant served as the inspiration for CARB's explicit inclusion of this project type in the Cycle 4 Request for Applications. In November 2023, CARB's CAG Program awarded *42 CAG projects for Cycle 4* throughout the state, which include eight L-CERP projects. CARB supports each Cycle 4 L-CERP project with technical assistance through a CARB staff liaison who serves as a project officer and facilitator of CARB resources, information, and opportunities. CARB will facilitate regular meetings with L-CERP Cycle 4 grantees throughout the grant term to support shared learning and exchange of practices.

In 2024, the eight L-CERP projects that represent six non-profit CBOs and two tribal governments will begin implementation of their Cycle 4 L-CERP projects in the following counties:

1. Center for Race, Poverty, and the Environment - Kern County
2. Clean Water Fund - Kern County
3. Pala Band of Mission Indians - San Diego County
4. Physicians for Social Responsibility-Los Angeles Chapter - Los Angeles County
5. San Leandro 2050 - Alameda County
6. Soboba Band of Luiseño Indians - Riverside County
7. Sustainable Solano - Solano County
8. Valley Vision - Sacramento County

Future L-CERPs and Cycle 5 CAGs

During the development of the next Request for Applications (RFA) public process for Cycle 5, anticipated to begin in Spring 2024, CARB will further refine the L-CERP approach. The development of the Cycle 5 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. CARB

will also emphasize outreach and engagement with representatives of consistently nominated communities.

CARB anticipates providing \$16 million in funding for CAG in Cycle 5. CARB intends to raise the maximum per project from \$100K to 300K for educational projects and from \$300K to \$500K for technical (e.g., data and/or monitoring) projects and targeted (e.g., emissions reductions strategy expansion and L-CERP) projects and provide additional time for grant implementation to better support the Cycle 5 L-CERP projects awarded. These changes are key to CARB's commitment to support community and tribal grantees in developing community focused projects to reduce air emissions exposures and emissions at the community level throughout the state.

CAP Incentives Guidelines Update

Community Air Protection Incentives (CAP Incentives) is one of the categories of funding that the Legislature appropriated for CAPP. Many community-prioritized solutions in each CARB-approved CERP use CAP Incentives to fund those programs and projects that can accelerate emission reductions faster or beyond what regulations require. CAP Incentives are also available for projects in communities outside of those formally selected to participate in CAPP. *Resolution 19-12*, directed by the CARB Board, ensures that air districts focus these funds on communities with the greatest need, particularly those selected and those under consideration for future selection or that have been consistently nominated. It mandates spending at least 70 percent of funds in disadvantaged communities and 80 percent in low-income communities statewide as defined by AB 1550 (Gomez, Chapter 369, Statutes of 2016). Air districts have significantly exceeded this requirement, with, to date, 94 percent of CAP Incentives spent in disadvantaged and low-income communities across the State, with 38 percent spent in CAPP communities.

In October 2023, the Board approved Blueprint 2.0, which outlines three new pathways to bring more resources to communities, specifically, those consistently nominated but not selected. One of the critical pathways to achieve that overarching goal is to increase the flexibility for using CAP Incentives to allow projects developed in selected communities to be replicated in other similarly impacted communities statewide. These new types of projects stem from the community-identified projects developed by air districts in partnership with their selected communities and include incentives for local agency partnerships; dial-a-ride transit vehicle replacements; community greening and vegetative barriers; emergency stationary diesel generator replacements; paving, sidewalk, and bike path projects; alternatives to agricultural open burning; and low dust nut harvester replacements.

CARB committed to revise the CAP Incentives Guidelines in part to directly bridge the gap between the foundational work done in each CAPP community to develop a CERP, and the work yet to be done in other communities statewide with similar air pollution burdens. In mid-2023, amidst the ongoing public process to develop Blueprint 2.0, staff concurrently began a process to revise and expand the CAP Incentives Guidelines. Following robust engagement with air districts, staff released a final draft of the revised CAP Incentives Guidelines for a 30-day public comment period on February 19, 2024, culminating in a public workshop on March 19, 2024, to discuss the revised Guidelines and comments received. Following the public workshop, staff finalized the revised Guidelines and published them on April 11, 2024, allowing air districts to begin translating the new guideline criteria into local programs to begin selecting and funding the new kinds of projects according to community guidance and their available resources.

Community-Identified Projects

The Board approved the first iteration of the Guidelines in May 2019, which contained direction for air districts to implement incentive projects to support the CAPP. Subsequently, staff added a new chapter to the Guidelines in October 2020 that created a process for air districts to fund new projects responsive to community priorities, referred to as Community-Identified Projects, and to expand stationary source incentive opportunities.

Community-Identified Projects allow air districts to develop and fund projects expeditiously to reduce emissions from mobile or stationary sources and to address those concerns identified and prioritized in CERPs. As a criterion for CARB's approval of a CERP, air districts must identify the applicable CERP action, document strong, widespread, and clear community support, and include qualitative and quantitative descriptions of community benefits. The use of district-created Project Plans developed in cooperation with CSCs, including local partners, is the first of its kind in the State. The updated Guidelines incorporate implementation experience and community feedback to expand funding opportunities across the state for proven successful local incentives projects.

Districts continue to develop new kinds of incentive projects in collaboration with their CSCs to address CERP actions in most selected communities. Staff continues to work with air districts to review and post them on CARB's [Stationary Source and Community-Identified Projects webpage](#). This process offers a path to action to address air quality priorities that emerge from discussions with community members, particularly as actions are considered during the development and implementation of CERPs.

CAP Incentives Expenditure Progress

CAP Incentives provide a crucial opportunity for the Program to support the efforts of CAPP communities and consistently nominated communities to achieve benefits in areas with pressing community health and air quality needs. Since 2018, the Legislature has

appropriated over \$1.2 billion in CAP Incentives, including a new appropriation of \$234 million in FY 2023-24. To date, air districts have expended roughly \$88 million on administrative and project implementation costs, and roughly \$511 million, or 35 percent, in CAP incentives on projects statewide (Figure 2), with \$193 million spent in the 19 CAPP communities. The majority of the remaining \$318 million spent so far has been in other disadvantaged and low-income communities throughout the State. In keeping with the priority population targets set by the Board and including most of the funds spent in CAPP communities - which are themselves mostly composed of disadvantaged and low-income community boundaries - air districts have expended over \$416 million or roughly 81 percent in disadvantaged communities and over \$483 million or roughly 94 percent in disadvantaged and low-income communities - well beyond the targets set by the Board. Most projects generate permanent, surplus, quantifiable, and enforceable emission reductions. Projects funded by CAP Incentives will reduce over 22,000 tons of Oxides of Nitrogen, 1,500 tons of Reactive Organic Gases, and 900 tons of Particulate Matter for their lifetimes through over 5,200 projects.

Communities use incentives to reduce emissions and exposures to improve air quality and health. Project examples include zero-emission vehicles and equipment, infrastructure, installation of vegetative barriers, and school air filtration projects. Figure 3 illustrates how incentives have been spent in the 19 CAPP communities for various project categories and their estimated lifetime emissions benefit. The most significant percentage is spent on Off-Road projects, which include replacing cargo handling equipment (e.g., forklifts, terminal tractors, cranes, yard trucks), agricultural equipment (e.g., tractors, sprayers), and construction equipment (e.g., excavators, loaders, backhoes). The [Community Air Protection Incentives Project Dashboard](#), based on semi-annual updates reported to [California Climate Investments](#), provides details of CAP Incentives projects funded across the State. Figure 4 provides overall CAP expenditures across various air district and highlights some of the funded projects.

Figure 2: Expended CAP Incentives Statewide as of November 2023

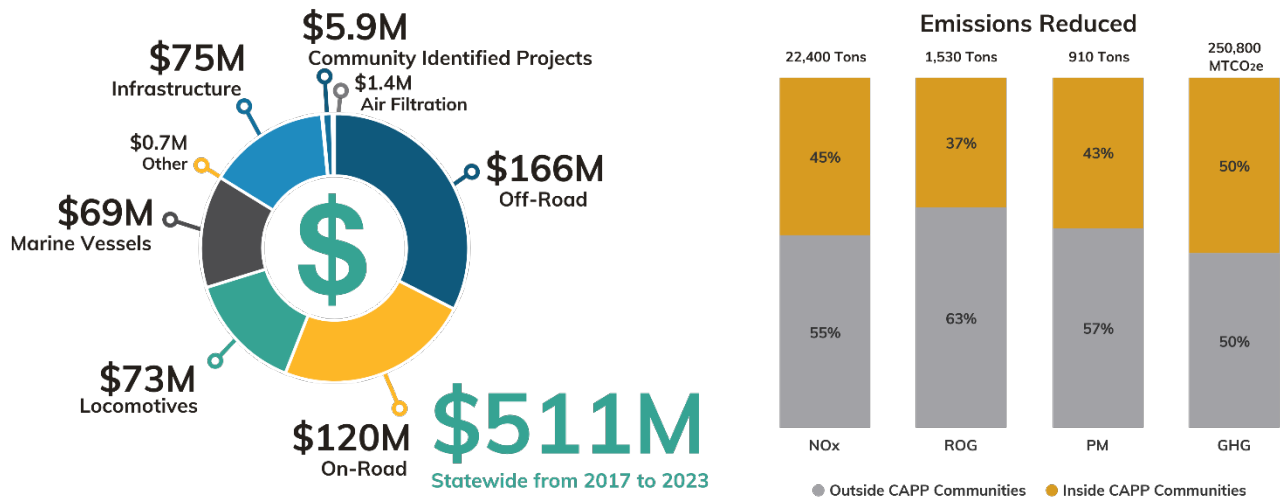


Figure 3: Expended CAP Incentives in 19 CAPP Communities as of November 2023

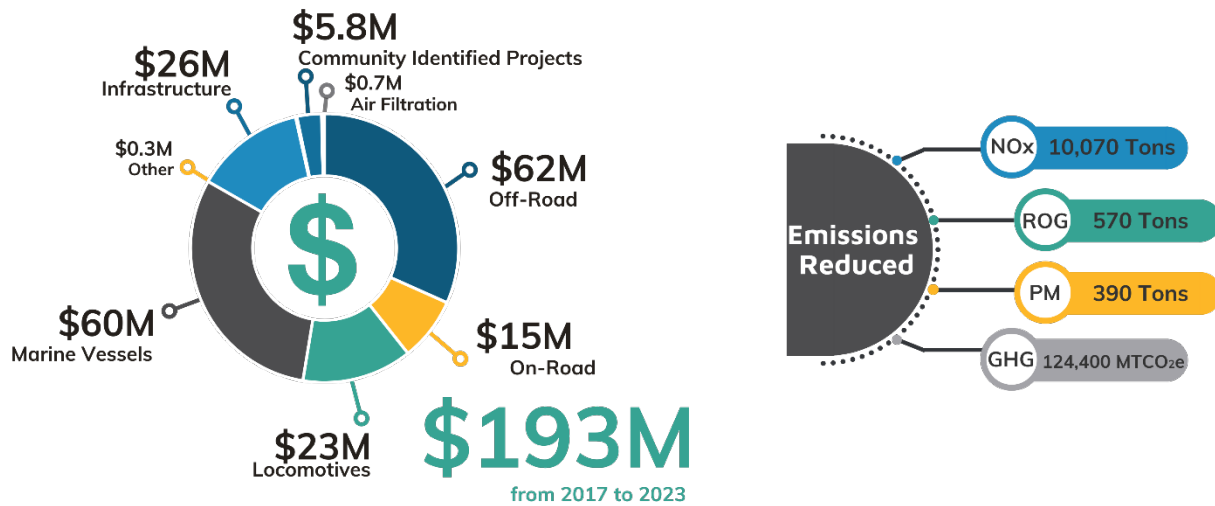
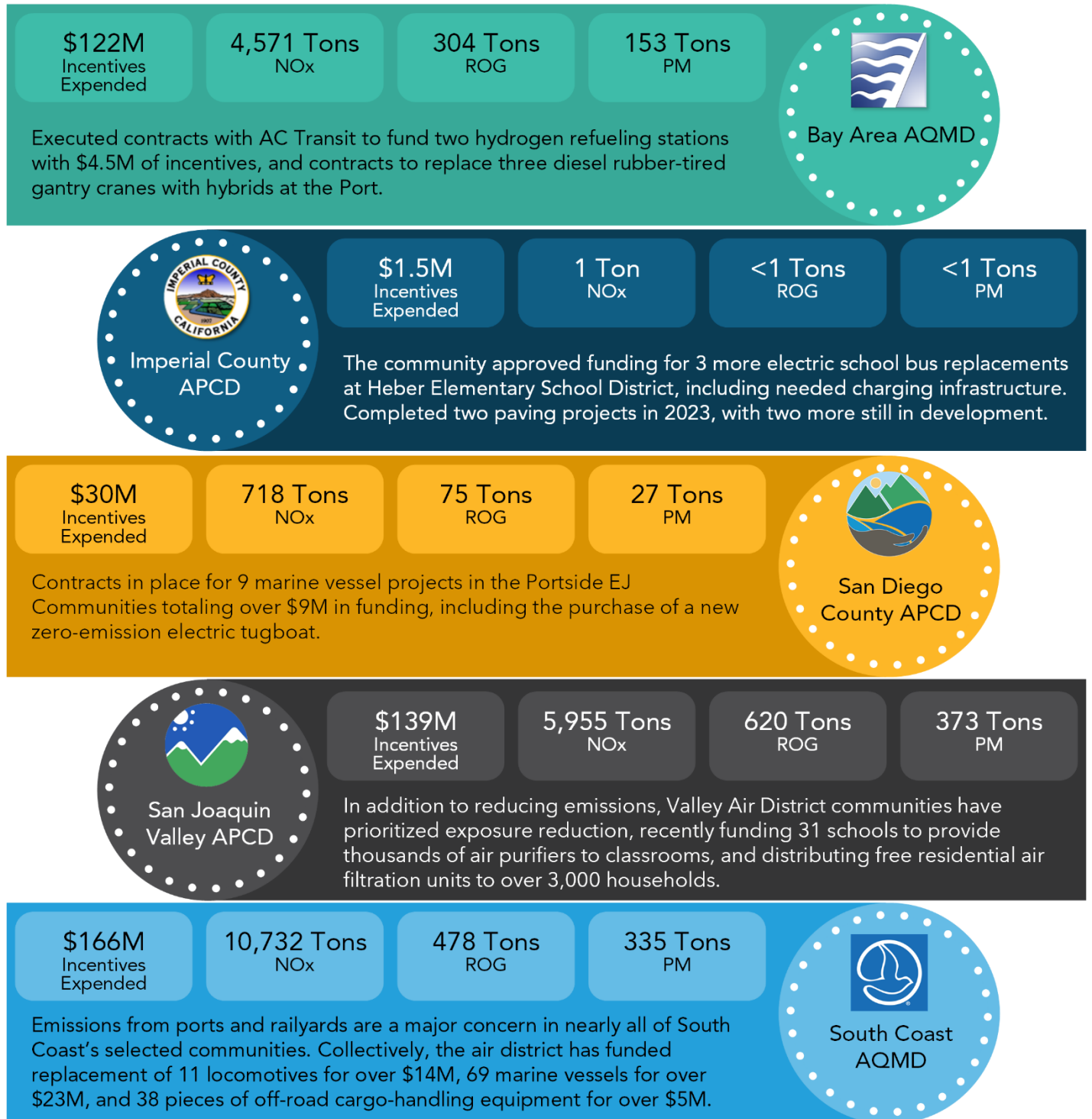


Figure 4: Expended CAP Incentives in Air Districts as of November 2023



Disclaimer: Expended CAP incentives (\$ and total tons) up to November 2023 shown - details available on CommunityHub 2.0. These estimates may be different from data published in an air district's annual report which may report slightly different data based on the stage of project funding as well as the time period for reported data.

Program Funding

The Legislature and Governor, through the State's annual budget process, provides funding to CARB and Air Districts to implement CAPP. The Legislature passes budget legislation each year, also known as the Budget Act, which is signed by the Governor. To date, as directed through the budget, funding for CAPP comes from the Greenhouse Gas Reduction Fund (GGRF), the Air Pollution Control Fund (APCF), and the General Fund (GF). The funding authorized in the bill is allocated to CARB to distribute through three separate funding elements of the Program: (1) Implementation Funds, (2) CAP Incentives, and (3) CAG.

Implementation Funds

CARB administers implementation funds to Air Districts through grant agreements to implement the CAPP, consistent with the goals of AB 617 and its amendments. Funds for implementation may support selecting locations and establishing community air monitoring systems, deploying fence-line monitoring, and developing an expedited schedule for updating best available retrofit control technology requirements. Implementation funds can also be used to develop CERPs. This includes efforts to expand community partnerships and participation, provide stipends for community steering committee members, improve language access and other accommodations, and employ facilitation services. Implementation funds can also be used by Air Districts to support staff work on technical aspects of the Program, such as development of community emissions inventories, air quality data analysis, and rule review and development.

As part of the Program requirements, Air Districts are required to submit an annual report summarizing their use of implementation funds. These reports, and additional information on implementation funding, including a breakdown of how implementation funds from Fiscal Year 2020-21 were spent within different spending categories, can be found on CARB's [AB 617 Budget website](#). CARB is working with the Air Districts to standardize reporting across all communities to advance Blueprint 2.0 commitments for program transparency.

CARB, California Air Pollution Control Officers Association (CAPCOA), and Air Districts work together to decide allocations for each district on a yearly basis. In Fiscal Year 2023-24, the Legislature allocated \$60 million of the total budget for Program implementation (Table 2). Each Air District determines how the implementation funds are best utilized to improve air quality through CAPP activities in their communities.

Table 2: Allocations for FY 2023-24 implementation funds.

Air District	FY 2023-2024
Bay Area Air Quality Management District	\$11,333,333
Imperial County Air Pollution Control District	\$2,178,335
Sacramento Metropolitan Air Quality Management District	\$6,583,333
San Diego County Air Pollution Control District	\$2,633,333
San Joaquin Valley Air Pollution Control District	\$13,033,333
South Coast Air Quality Management District	\$22,213,333
Remaining Air Districts	\$2,025,000
Allocated	\$60,000,000

Community-Focused Enforcement Strategies

CARB continues to lead the way in developing regulations and programs to protect human health and the environment. These regulations aim to decrease emissions, reduce the impact of climate change, and level the playing field for all businesses with operations in California. Despite significant reductions in air pollution across California over the last several years, CARB recognizes that communities of color and low-income communities (referred to as environmental justice, or EJ, communities) still face higher levels of air pollution exposure.

Since CARB began tracking compliance rates in 2016, compliance has averaged 88 percent for CARB’s heavy-duty vehicle regulations and 91 percent for its railroad and marine regulations. CARB enforcement staff continually hears from EJ members about unaddressed air pollution issues in their communities and have been proactively engaging with community members to better understand their concerns and address them. These conversations. One of the prominent concerns staff constantly hears about is presence of pockets of non-compliant mobile source pockets in several areas of the State. Even where vehicle and equipment operations are compliant, it is often the large volume of vehicles

operating in communities that may elevate cumulative impacts not addressed by current regulations designed for the regional and statewide effect.

In addition to forging enforcement partnerships with CAPP communities, since 2021, CARB enforcement staff has used a new community-focused approach with other EJ communities that concentrates investigations and enforcement in areas identified by the community. Through a community-agency partnership, the community, CARB, and other agencies can develop community-focused plans to identify strategies that may help solve the more complex problems experienced within EJ communities. In building these relationships with our community partners, CARB staff continue to learn from and develop this community-focused approach.

Below are some highlights of some recent Enforcement Division's efforts in California's EJ communities.

Highlights of CARB Enforcement Division's Community Work

- *Supplemental Environmental Projects (SEP; <https://bit.ly/CARB-SEPs>)* are environmentally beneficial community-based projects funded by portions of enforcement penalties. CARB SEP program staff have actively participated in CAPP meetings and coordinated with local community groups and air districts to support their funding needs. From 2022 to the present, SEPs have funded approximately \$16 million across 27 projects. Out of the \$16 million, approximately \$13 million funded 17 projects located in various CAPP communities.
- **Del Amo Community Enforcement Workgroup:** CARB Enforcement coordinated with the Del Amo Action Committee (DAAC) to host biweekly meetings with the community and agencies throughout 2023 to develop action plans to address and solve environmental issues. CARB and DAAC created focus groups to address the concerns identified as priorities by DAAC. CARB Enforcement staff deployed a surveillance camera on Del Amo Alley near the Del Amo Superfund site in response to community concerns about non-compliant vehicles operating along the alley very close to resident homes. Enforcement staff investigated potentially non-compliant vehicles.
- *Methane Task Force (MTF):* Staff continue to participate in the MTF, a joint effort led by the Department of Conservation California Geologic Energy Management Division (CalGEM), CARB, CalEPA and the California Natural Resources Agency that seeks to identify and respond to methane leaks from oil infrastructure near communities as well as address the outsized impact methane has on climate change. As part of that effort, staff conducted joint inspections of oil wells with CalGEM and the San Joaquin Valley Air Pollution Control District (SJVAPCD) in Bakersfield, Arvin/Lamont, and Shafter. The MTF presented the inspection results to those communities. In total, the MTF and SJVAPCD have conducted joint inspections of 134 wells, identifying leaks in 45. Leading up to the joint inspections, the Valley Air District hosted MTF agency partners at the Arvin/Lamont CSC meetings to help plan and coordinate inspection

locations. During this meeting, community members and the MTF discussed concerns regarding volatile organic compound (VOC) co-pollutants leaking from wells and the potential safety risks they may pose. Community collaboration and coordination led to the development of a comprehensive sampling and analysis plan, as well as a corresponding community safety risk notification system.

- As part of implementing commitments in Southeast Los Angeles' CERP, staff worked with a small group of CSC members to understand catalytic converter theft issues and work on deterring theft through outreach. Last October, the workgroup finalized the *Catalytic Converter Theft Deterrence Factsheet* (<https://bit.ly/CARB-COES>) in English and Spanish and began distributing them in the community.
- Staff and CSC members also worked with the cities of Bell Gardens, Paramount, and Huntington Park to install 18 truck *No Idling* signs in areas of truck idling concern near sensitive receptors in the communities as part of CARB's Southeast Los Angeles CERP commitment. Staff helped facilitate the installation of truck *No Idling* signs in the City of Carson (20) as part of CARB's Wilmington/Carson/West Long Beach CERP commitment.
- CARB met regularly with the West Oakland Environmental Indicators Project (WOEIP) to develop a co-led partnership agreement, which was finalized and signed in November 2023. The vision for the partnership was to respond to community-driven priorities and explore how federal, State, and local regulatory enforcement authorities can be used together to reduce emissions and public health impacts from heavy-duty diesel-powered trucks. Initial projects identified include a 'No Idling' sign initiative for schools in West Oakland and the deployment of the PEAQS emissions screening tool by the Port of Oakland. Staff continued to conduct *Portable Emissions Acquisition System (PEAQs)* (<https://bit.ly/CARB-PEAQsvideo>) and roadside enforcement events in the West Oakland in 2023. Staff conducted field enforcement events in the CAPP communities of Bayview Hunters Point Southeast San Francisco and South Central Fresno to ensure compliance with CARB's heavy-duty truck requirements. CARB staff coordinated with community members and CalEPA and explained CARB vehicle inspection and enforcement process to these communities. We also conducted outreach to truck drivers and explained the new Clean Truck Check Program. The Clean Truck Check (CTC) Program is an integrated strategy that combines roadside emissions monitoring to screen for potential high-emitting vehicles, improved emissions testing procedures using on-board diagnostics (OBD) data, emissions checks, and data reporting at required intervals. OBD scans check for properly functioning emissions control systems. The CTC Program has compliance verification requirements that extend to freight contractors, seaports, and railyards.
- CARB Enforcement continued the partnership with the Central Valley Air Quality Coalition (CVAQ), Little Manilla Rising (LMR), and Edge Collaborative in Stockton. With a community-devised plan, CARB staff conducted roadside vehicle inspections, deployed an automatic license plate reader and PEAQS, completed origin-destination surveys, and conducted outreach. For example, staff participated in a virtual air quality training with LMR youth advocates and in-person demonstrations of

CARB's enforcement tools, such as PEAQS, FLIR cameras for thermal imaging of gas leaks, and summa canisters for collecting VOC samples. Staff continued PEAQS and roadside events in Stockton.

- Staff continued to conduct heavy-duty vehicle inspections in CAPP communities in Southern California. Many of these inspections included the use of PEAQS to screen for the highest emitting vehicles to inspect. This tool allows enforcement staff to focus on the highest emitting vehicles and have a greater impact on reducing air quality issues in these communities.
- In 2023, CARB staff conducted inspections of
 - Over 300 ocean-going vessels fuel at the Ports of Los Angeles and Long Beach, part of the Wilmington/Carson/ West Long Beach CAPP community. These inspections ensure vessels are using cleaner fuels within 24 nautical miles of California's coastline to reduce DPM, NO_x, and sulfur oxides (SO_x).
 - Over 70 commercial harbor craft inspections at California's ports, including ports in the following CAPP communities: West Oakland; Richmond, North Richmond, San Pablo; San Diego's Portside EJ Neighborhoods, and Wilmington/Carson/West Long Beach. These inspections ensured compliance with regulations for engine upgrades, significantly reducing pollutants such as DPM, PM_{2.5}, NO_x, SO_x, ROG, and GHGs.
 - Twenty pieces of cargo handling equipment (CHE) at ports and rail yards in the following CAPP communities of Wilmington/West Long Beach/Carson and San Diego's Portside neighborhoods. These efforts aim to curtail DPM and NO_x emissions under the CHE Regulation.
 - Over 170 transport refrigeration units (TRUs) at ports and rail yards, including CAPP communities of Wilmington/Carson/ West Long Beach, Southeast LA, East LA/Boyle Heights/W. Commerce, San Bernardino/Muscoy, and San Diego's Portside EJ neighborhoods. These inspections are a critical part of CARB's strategy to ensure TRUs comply with emissions standards, mitigating environmental impacts across California.

Enforcement Division StoryMap

CARB releases an annual enforcement report that highlights its enforcement efforts across the state including in disadvantaged communities, summarizes recently closed cases, assesses compliance status in several programs, and provides detailed statistics about enforcement related program activities. CARB transitioned from a single report published once per year to an online format updated throughout the year to be more accessible to the public. The first update of our *2022 detailed statistics* (<https://ww2.arb.ca.gov/our-work/programs/enforcement-policy-reports/enforcement-data-portal>) and executive summary are now available.

Enforcement Division Enforcement Tracking Tool

CARB enforcement activities in communities and throughout California are available on *CARB's Enforcement Data Visualization System* (<https://webmaps.arb.ca.gov/edvs/>) web mapping tool. CARB's Enforcement Division developed the tool to help Californians better understand CARB's enforcement at the state, regional, and community levels. The tool's development aimed to enhance transparency, offer community members a user-friendly means to access CARB enforcement activities, and facilitate the development of both emissions reduction programs in selected CAPP communities as well as communities developing Local CERPs under a Community Air Grant. The tool can help users identify local compliance rates and locating gaps in inspections.

Community Air Monitoring Plan Implementation Highlights

As part of the CAPP, air districts directly collaborate with CSCs to develop a unique CAMP outlining monitoring objectives, methods, and actions that the monitoring data intends to support. The air districts and CSCs evaluate available monitoring options and consider important factors such as cost, applicability, reliability, and data quality. Common monitoring objectives include characterizing local emission sources, determining areas in the community with the highest pollutant concentrations, informing and tracking CERP progress (in communities with CERPs), and providing real-time air quality information to the community in ways that are useful and easy to understand.

The level of action each community took in 2023 varied significantly based on community-specific concerns and the selection year. Communities selected in 2018 through 2022 have all deployed monitoring capabilities and continued monitoring activities to implement each community-specific CAMP. Lessons learned over the past years of deployment have led to more effective monitoring and use of resources for the subsequent communities. The North Imperial Phase 1 community was the only community selected for CAMP development in 2023, and they began monitoring in early 2024.

Examples of monitoring actions taken by air districts in 2023 include:

- Continued and expanded air sensor network monitoring.
- Respond to episodic emissions events (e.g., odor complaints and fugitive emissions) through district-led monitoring.
- Increased air toxic monitoring equipment and sites (e.g., pesticides, BTEX, VOCs).
- Continued and expanded new mobile monitoring [District-led and private contractors (e.g., Aclima and Aerodyne)].
- Increased Federal Equivalent Methods (FEM) (criteria pollutants such as ozone and PM_{2.5}) and non-FEM (e.g., BC, NH₃, H₂S) stationary monitoring.

- Establishment of new data communication (e.g., new data display websites, sharing of data with AQview, increased data discussion at meetings, etc.) with a focus on interactive data platforms.
- Expanded and targeted enforcement actions based on monitoring data in new areas (e.g., issuance of notice of violations in and around petroleum storage facilities, identification of heavy-duty truck inspections, and direct idling enforcement).
- Continued mobile monitoring across the state allowed air districts to respond to unexpected monitoring events quickly and effectively.
- Establishment of air monitoring collaborations between agencies, communities, and air districts.

Community CERP Implementation Highlights

2023 marked a pivotal year in advancing air quality protections for California's CAPP communities, showcasing the transformative impact of collective action and shared commitment to environmental justice. Through robust community collaboration initiatives, air districts, with support from CARB, fostered partnerships that empowered residents to actively participate in decision-making processes regarding air quality improvement actions. These collaborative efforts are yielding tangible emissions benefits, reducing pollutants that pose serious health risks to vulnerable populations. CAPP communities' diligent efforts focused on exposure mitigation through targeted measures to minimize community members' exposure to harmful airborne contaminants. (Figure 5 and Figure 6) highlight some of these notable achievements. A companion [Community Highlights Hub](#) provides a community-specific narrative of many other accomplishments across CAPP communities.

Figure 5: Program Communities' CERP Highlights



Bay Area AQMD

West Oakland

- Planned I-580 Truck Access Study
- Hydrogren refueling projects see significant progress
- City of Oakland Environmental Justice Element adoption marks milestone in community's environmental policies





South Coast AQMD

Eastern Coachella Valley

- Paving projects plans ensure effective resource allocation
- Pesticide Monitoring Plan progress
- Residential Air Filtration Program approved and receiving applicants





Imperial County APCD

Calexico, El Centro, Heber



- Ground breaking ceremony celebrates paving project
- Indoor air filtration at sensitive receptor locations
- Significant progress in Urban Greening and Vegetative Barriers CIP

East Los Angeles, Boyle Heights, West Commerce



- Clean Technology Truck Loaner Program gained approval
- Enhanced truck idling inspections
- Successful ALPR/PEAQS Pilot Study targeting truck owners



San Diego APCD

Portside EJ Neighborhoods

- MOU between Port and CalTrans fosters partnership and collaboration
- Land Use Buffers acknowledge EJ considerations in planning process
- Dedicated truck routes facilitate smooth transportation operations



San Bernardino and Muscoy

- Completion of ALPR data analysis and targeted outreach to truck owners
- Installations of no idling signs
- Ongoing MOU development with railyards aimed at reducing emissions



Community Highlights

Figure 6: Program Communities' CERP Highlights

San Joaquin Valley APCD

Arvin/Lamont

- Road paving and sidewalk improvements mitigate dust exposure
- Targeted incentive measures and bilingual materials foster trust
- Comprehensive monitoring efforts at oil and gas facilities



South Central Fresno

- Clean Air Rooms Program improves indoor air quality
- Completed Truck Reroute Study
- Launched Urban Greening and Vegetative Barriers partnerships



Shafter

- Pivotal contributions in the development of statewide pesticide notification
- Enhanced enforcement coupled with enhanced incentives for mitigating residential wood burning in the community



Stockton

- Pivotal steps in sustainable transportation
- Enhanced outreach efforts, including Healthy Air Living schools and "anti-idling" efforts
- Deployment of electric vehicle charging and other alternative fueling stations
- Clean Air Rooms Program kickoff



South Coast AQMD

South Los Angeles

- Oil/Gas Production Wells action aims for early detection
- Progress on initiative to monitor commercial diesel truck idling



Wilmington, Carson, and West Long Beach

- Refinery Flaring Rule progress
- Enhanced Refinery Leak Detection Program, addressing VOC leaks
 - Truck incentives implementation and outreach



Southeast Los Angeles

- Clean Technology Truck Loaner Program project approval milestone
- Refinement of Green Spaces Project Plan
- Progress on initiatives to address rail yard impacts



Community Highlights

CARB Program Updates

CARB has advanced community air quality initiatives through significant progress achieved in pivotal areas: Community Air Monitoring, Statewide Strategies, the Technology Clearinghouse, and various supporting tools to enhance transparency and accountability. Through collaborative efforts and innovative approaches, CARB continues to enhance air quality monitoring, implement effective statewide strategies, and foster technological advancements through the clearinghouse. Advancements in these three areas highlight CARB's commitment to safeguarding public health and promoting sustainable air quality solutions across California's diverse communities.

Regulatory Actions

Many factors, including cumulative impacts from multiple pollution sources, cause community-scale air pollution exposure. Effective solutions require multiple strategies at both the statewide and local levels. Combining new local emissions and exposure reduction measures with existing successful regional/statewide strategies is necessary to improve community air quality.

Blueprint 2.0 includes regulatory actions as a strategy to reduce emissions and exposures reduction. Both CARB and air districts have the authority to pursue rules and regulatory development and implement them.

Table 3 below (and available on [CARB's website](#)) lists CARB's regulatory actions included in various CERPs. Many of these regulations were adopted by the CARB Board in the last five years as communities implemented various CERPs across the State. In coming years, the CARB Board will consider additional regulatory measures (Table 4) to reduce emissions from multiple sources statewide, including in California's most impacted communities. The status "initiated" refers to strategies or measures where development is underway (from initial concepts to regulation text). The status "adopted" refers to strategies or measures already approved by the CARB Board.

Table 3: Statewide regulations to reduce emissions included in adopted CERPs.

Strategy	Status
<i>Advanced Clean Cars II</i>	Adopted
<i>Advanced Clean Fleet</i>	Adopted
<i>Advanced Clean Trucks</i>	Adopted
<i>At-Berth Air Toxics Control Measure</i>	Adopted
<i>Cargo Handling Equipment Regulation to Transition to Zero-Emissions</i>	Initiated
<i>Chrome Plating Control Measure Amendments</i>	Adopted
<i>Commercial Cooking Suggested Control Measure</i>	Initiated
<i>Composite Wood Products Control Measure Amendments</i>	Initiated
<i>Heavy-Duty Engine and Vehicle Omnibus Regulation and Associated Amendments</i>	Adopted
<i>Clean Truck Check</i> (Heavy-Duty Inspection and Maintenance)	Adopted
<i>In-Use Locomotive Regulation</i>	Adopted
<i>Real Emissions Assessment Logging System</i>	Adopted
<i>Short-Lived Climate Pollutants - Dairy</i>	Adopted
<i>Short-Lived Climate Pollutants - Oil and Gas</i>	Adopted
<i>Short-Lived Climate Pollutants - Organic Waste in landfills</i>	Adopted
<i>Small Off-road engine regulations (SORE) and amendments</i>	Adopted
<i>Transportation Refrigeration Unit (TRU) and associated amendments</i>	Adopted

Table 4: Upcoming CARB statewide regulations by source category

Strategy	Status
<i>Zero-Emissions Trucks Measure</i>	Initiated
<i>On-Road Motorcycle New Emissions Standards</i>	Initiated
<i>Proposed Amendments to the Regulation for the Certification of Used Modifier-Certified Motor Vehicles (Grey Market Vehicles)</i>	TBD
<i>Tier 5 Off-Road Vehicles and Equipment</i>	Initiated
<i>Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation</i>	Adopted
<i>Transport Refrigeration Unit (TRU) Regulation Part 2</i>	Initiated
<i>Cargo Handling Equipment (CHE) Amendments</i>	Initiated
<i>Off-Road Zero-Emission Targeted Manufacturer Rule</i>	Initiated
<i>Spark-Ignition Marine Engine Standards</i>	Initiated
<i>Consumer Products Standards</i>	Initiated
<i>Zero-Emission Standard for Space and Water Heaters</i>	Initiated
<i>In-Use Locomotive Regulation</i>	Initiated
<i>Future Measures for Aviation Emissions Reductions</i>	Initiated
<i>Future Measures for Ocean-Going Vessel Emissions Reductions</i>	TBD

Updates to Statewide Data Transparency Tools

AB 617 requires the development of three database systems: 1) the *Technology Clearinghouse*, 2) a database system to support the uniform reporting of emissions (i.e., *CARB's Criteria Pollutant and Toxics Reporting*), and 3) an air quality data portal, *AQview*, to display air quality data from air district monitoring systems deployed for CAPP communities. CARB's Office of Community Air Protection (OCAP) also launched a new and improved *CommunityHub2.0*. This online dashboard provides visual summaries and a searchable database of CERP actions, a new community mapping tool, and information on various Program funding categories. CARB has also recently updated the California Air Toxics Assessment (CATA) and is currently refining the CAPP website.

Technology Clearinghouse

AB 617 requires CARB to establish and maintain a statewide *Technology Clearinghouse* that identifies the best technologies for reducing emissions, including best available control technology (BACT), best available retrofit control technology (BARCT), and related technologies for the control of toxic air contaminants (T-BACT). An online prototype version

of the Technology Clearinghouse database is now available, and OCAP expects the final version of the system to be available by the end of 2024. The new Technology Clearinghouse will bring together information on rules, regulations, technologies, or practices that could offer emissions or exposure reduction opportunities within impacted communities.

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

Expedited Best Available Retrofit Control Technology

In 2022, air districts subject to the expedited best available retrofit control technology (BARCT) requirements of AB 617 continued to adopt and implement rules to address industrial source emissions statewide. The statute requires expedited BARCT requirements to be implemented by December 31, 2023. CARB maintains an [Expedited BARCT webpage](#) that contains the air district rulemaking schedule and the status of each commitment.

Although this webpage provides helpful information on Expedited BARCT, community advocates have shared that the terminology and regulatory programs associated with stationary source permitting are complex and challenging to understand. In September 2021, to help provide more public transparency, CARB and the California Air Pollution Control Officers Association (CAPCOA) began working together on a [new webpage that answers questions related to stationary source permitting](#) raised by community advocates. The answers to these questions help deconstruct complex programs related to stationary sources, including Expedited BARCT. This year, we continued to develop answers to the nearly 200 questions received, prioritizing the development of responses related to Expedited BARCT based on feedback from community advocates. OCAP expects to publish the responses to the remaining questions by the summer of 2024.

Criteria Pollutant and Toxics Emissions Reporting

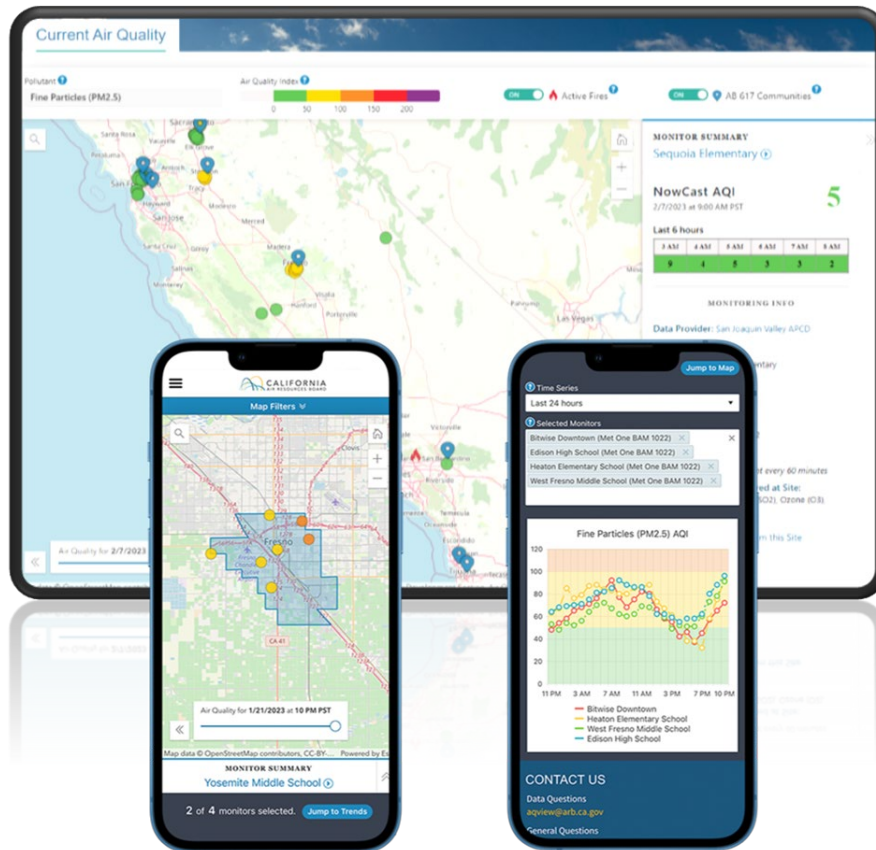
Over seven years, 52 sectors across 35 air districts in California have been phasing in the regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants (or CTR). The first year of enhanced reporting under CTR has occurred, with 2022 emissions data reported in the Fall of 2023. Six districts containing selected communities (Group A districts) are in the first year of enhanced reporting. Despite the challenges, those districts have made

significant progress toward meeting CTR reporting requirements, and the reported data will help improve our understanding of stationary source-related air pollution in local communities. CARB staff is evaluating 2022 emissions data, performing rigorous QA/QC checks, and communicating with district staff about the identified data gaps, data validity issues, and reporting inconsistencies in the newly required CTR data fields. We are committed to providing support and sharing lessons learned from ongoing implementation with Group B districts, which will be subject to enhanced CTR reporting next year.

AQview

AB 617 requires CARB to publish on its website air quality monitoring data provided by air districts implementing CAMPs. Several community-led organizations participating in air monitoring efforts supported by Community Air Grants contribute to California's growing air monitoring network, and they also submit their monitoring data to CARB. CARB has developed a new cloud-based data management system called AQview to support various monitoring technologies, pollutants, and data providers (Figure 7). AQview is a data visualization platform that provides easy access to air quality data to community members for their community-science-driven initiatives through transparency of how data are collected and processed. AQview is designed with simple, intuitive, and mobile-friendly interfaces. Major features of AQview include a real-time PM_{2.5} map, updated hourly, a time-series tool for analyzing recent trends at multiple sites, and a high-performance data download tool for the public to access all CAPP monitoring data.

Figure 7: Screenshot of the AQview real-time PM_{2.5} map



Currently, AQview hosts community air monitoring data from seven air districts across the State (Table 5). The data primarily come from the CAPP communities selected for Community Air Monitoring Plans (CAMPs), along with community networks established through CAGs. Besides PM_{2.5}, the other monitoring data currently available in the AQview system include those for PM₁₀, ozone, NO_x, SO_x, BC, hydrogen sulfide, VOCs, particulate metals, and pesticides, depending on the sites and communities. Soon, AQview will also provide air quality information from more than 7,000 Purple Air sensors across California after applying robust California-specific correction algorithms and innovative quality control routines to the data.

AQview functionality and data coverage will continue to expand in the coming years with new community monitors, emerging sensor networks, CAG projects, as well as special studies to improve the spatial coverage and utility of the system and address the needs of community members and other stakeholders.

Additionally, CARB staff collaborates with the air districts to explore ways of analyzing the community monitoring data available in AQview to help community members understand the air pollution levels in their communities and identify potential sources. CARB closely

coordinates with air districts on data analysis results and engages with steering committee members when requested.

Table 5: Summary of Data Available in AQview

District	Community	Data Provider	Pollutants *	No. of monitoring sites
<i>AB 617 Monitoring Networks</i>				
South Coast	East Los Angeles, Boyle Heights, West Commerce	South Coast AQMD	PM _{2.5} , PM ₁₀ , CO [†] , Particle count, O ₃ [*] , NO, NO ₂ [†] , NO _x , SO ₂ [*] , CH ₄ [*] , Total VOCs, BC [*] , H ₂ S [*] , Total NMOC [*]	2
	South Los Angeles	South Coast AQMD	PM _{2.5} [†] , BC [†] , Particle Count [†] , NO [†] , NO ₂ [†] , NO _x [†] , O ₃ [†] , CO [†]	1
	Southeast Los Angeles	South Coast AQMD	PM _{2.5} [†] , BC [†] , Particle count [†] , NO [†] , NO ₂ [†] , NO _x [†] , CH ₄ [†] , H ₂ S [†]	1
	San Bernardino, Muscoy	South Coast AQMD	PM _{2.5} [†] , PM ₁₀ , BC, CO, Particle count, NO, NO ₂ [†] , NO _x , O ₃	1
	Wilmington, West Long Beach, Carson	South Coast AQMD	PM _{2.5} [*] , PM ₁₀ [*] , BC, NO, NO ₂ [†] , NO _x , CO [*] , Particle count, O ₃ [*] , SO ₂	2
	Eastern Coachella Valley	South Coast AQMD	PM _{2.5} [*] , PM ₁₀ [*] , BC [*] , O ₃ [*] , H ₂ S	3
	Eastern Coachella Valley	CARB	Pesticides*	3
San Diego	Portside EJ Neighborhoods	San Diego County APCD	BC, OC/EC [†] , Toxic VOCs [†] , Toxic Metals [†] , O ₃ [†] , NO ₂ [†] , PM _{2.5} [†] , PM ₁₀ [†] , Cr ⁺⁶ [†] , Ions [†]	5
	International Border Community	San Diego County APCD	BC, OC/EC [†] , Toxic VOCs [†] , Toxic Metals [†] , Total VOCs [†] , O ₃ [†] , CO [†] , H ₂ S [†] , SO ₂ [†] , NO ₂ [†] , PM _{2.5} [†] , PM ₁₀ [†]	2
	International Border Community	University of Washington, Casa Familiar, SDSU,	PM _{2.5} [*] , NO [*] , NO ₂ [*] , O ₃ , CO [*]	11
San Joaquin Valley	Stockton	San Joaquin Valley APCD	PM _{2.5} , SO ₂ [*] , NO ₂ [†] , H ₂ S [†] , O ₃ [†] , CO [†] , Total VOCs [*]	6
	Arvin / Lamont	San Joaquin Valley APCD	PM _{2.5} [†] , PM ₁₀ [†] , SO ₂ [*] , H ₂ S [†] , NO ₂ [†] , NO _x [†] , O ₃ [†] , CO [†] , Total VOCs [†] , BTEX [*] , Pesticides [†]	5
	Shafter	San Joaquin Valley APCD	PM _{2.5} , PM ₁₀ [*] , SO ₂ [*] , H ₂ S [*] , NO ₂ [†] , NO _x [*] , O ₃ [*] , CO [*] , Total VOCs [†] , BTEX [*] , Pesticides [*]	5

District	Community	Data Provider	Pollutants *	No. of monitoring sites
	South Central Fresno	San Joaquin Valley APCD	PM _{2.5} , CO*, SO ₂ *, H ₂ S*, NO*, NO ₂ *, NO _x *, O ₃ *, Total VOCs†, BTEX*	8
Imperial County	Calexico, El Centro, Heber	Comité Civico del Valle, Inc	PM _{2.5} , PM ₁₀	20
Bay Area	Richmond, North Richmond, San Pablo	Groundwork Richmond	PM _{2.5} , PM ₁₀	47
	West Oakland	Aclima	PM _{2.5} †, O ₃ †, NO ₂ †	7
Sacramento Metro	South Sacramento, Florin	Sacramento Metropolitan AQMD	PM _{2.5} , PM ₁₀ *, NO ₂ †, O ₃ *†, BC*, Toxic VOCs*, Toxic Metals*	23
<i>Community Air Grant Projects (currently with data available in AQview)</i>				
South Coast	Eastern Coachella Valley	Comité Civico del Valle, Inc	PM _{2.5} , PM ₁₀	8
	Soboba Band of Luiseno Indians	Soboba Band of Luiseno Indians	PM _{2.5} , PM ₁₀	3
San Joaquin Valley	The West Side (Huron, Avenal, and Coalinga)	Comité Civico del Valle, Inc, on behalf of LEAP Institute	PM _{2.5} , PM ₁₀	2
Imperial County	Imperial County (some in the North Imperial Phase 1)	Comité Civico del Valle, Inc	PM _{2.5} , PM ₁₀	26
Bay Area	San Francisco	Brightline Defense Project	PM _{2.5} , PM ₁₀	18
	Bayview Hunters Point/Southeast San Francisco	Comité Civico del Valle, Inc on behalf of Greenaction for Health and Environmental Justice	PM _{2.5} , PM ₁₀	5
Great Basin	Big Pine Paiute Tribe of the Owens Valley	Big Pine Paiute Tribe of the Owens Valley	PM _{2.5} , PM ₁₀	1

* Pollutants are not measured at all sites in the community

† Some data are not available for download yet and will be added soon

CommunityHub 2.0

CommunityHub was launched in March 2021 as a user-friendly platform to offer information on specific communities, monitoring programs, and strategies for reducing community emissions. It was developed in response to the need for a suite of tools to assist in identifying community strategies, enhancing capacity, and fostering transparency.

CARB staff has updated and redesigned the platform, featuring intuitive data visualizations, user-friendly maps, interactive dashboards, and more. *CommunityHub 2.0* now includes a newly designed mapping tool to provide information on CAP Incentives projects, CAGs, and implementation funding. Other improvements include the ability to download community boundaries, more straightforward navigation of the CERP strategies and actions library, and a mapping tool to identify consistently nominated communities.

CARB *launched* this tool in the Spring of 2024 to meet, in part, our commitment to Goal 8 in Blueprint 2.0 to promote greater information transparency and accountability. CARB staff will continue to refine and develop new tools based on community and public feedback and to fulfill programmatic needs in future.

Figure 8: *CommunityHub 2.0* Landing Page



Figure 9: Interactive Mapping Experience - CommunityHub 2.0

Community Maps

To date, 19 communities have been selected by the CARB Board to participate in the Community Air Protection Program, of which 18 are currently developing a Community Emissions Reduction Program (CERP) either with or without a Community Air Monitoring Plan (CAMP). The blue polygons in the maps on the left-hand side are the boundaries for where these CERPs are being developed or implemented, and are protecting air quality for over 4 million people across the state of California.

In October 2023, the CARB Board approved the Blueprint 2.0, which is the statewide strategy to improve air quality at the community scale required by law. Blueprint 2.0 includes goals and actions for CARB and implementation guidance for air districts and communities to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. New in Blueprint 2.0 is a focus on the 60-plus consistently nominated communities that have not been selected for CERPs. CARB is committed to highlight Consistently Nominated Communities for additional program support over the next five years. Zoom in on the map on the right-hand side and click on the dots to see names of the consistently nominated communities where CARB will be working.

[Learn more about CAPP Blueprint 2.0](#)

CAPP Communities **Consistently Nominated Communities**

Community Air Protection Incentives

The California Legislature has appropriated incentive funding to support early actions to address localized air pollution in the most impacted communities. The dashboard was developed using the data from November 2023. This map displays the types of incentive projects that have been funded as well as where they were utilized across the state. Use the filters below to sort the incentive projects by community area, Air District basins, project type or by project status.

Filter Projects
Using the filter tool will also apply to the map and data view and summary.

Air District is:

Project Type is:

AB 617 Community is:

Fiscal Year is:

\$511,581,164 total funds awarded	5,253 total unique projects	<input type="checkbox"/> Executed <input type="checkbox"/> Expensed <input type="checkbox"/> Liquidated
2,362 Community Identified projects	81% of projects in Disadvantaged Communities*	
Projected Emissions Reductions total: NOx: 44,942,041 lbs ROG: 3,058,064 lbs DPM: 1,821,025 lbs	\$193,082,660 and 3,192 projects in AB 617 Communities	89% of projects liquidated*

California State Parks, Esri, TomTom, Garmin, NOAA, USGS, EPA, USFWS. Powered by Esri.

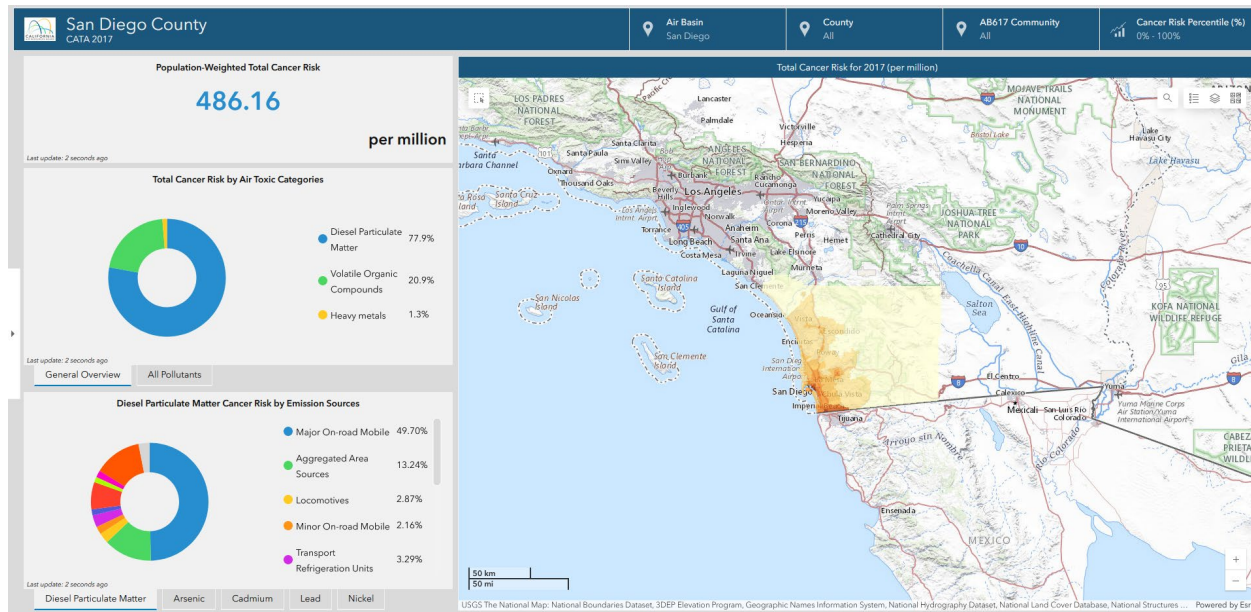
California Air Toxics Assessment

CARB staff has also updated the California Air Toxics Assessment (CATA) and created a user-friendly visualization mapping tool (Figure 10) and data portal. This platform provides a comprehensive interface for community members to inquire, visualize, and analyze the impact of toxic air contaminants across statewide, air basin, county, local community, or user-defined areas. As an example, the CAPP Portside community EJ used the CATA tool to meet the objectives of some of their CERP goals (Figure 11).

Figure 10: CATA 2017 Triennial Study



Figure 11: Example of CATA's Air Quality Modeling Tool



Updated CAPP Website

CARB has begun efforts to update the CAPP website to organize Program-specific information using new navigation layers and approaches. The primary goal is to provide an easily navigable platform for community members and program stakeholders, allowing them to easily access essential CAPP details, events, documents, and resources. Through this redesign, the aim is to integrate storytelling elements that showcase ongoing community efforts and visualize program data through engaging and interactive tools. The updated CAPP website will continue to foster meaningful connections among program participants, encouraging interaction, collaboration, and the development of a stronger, interconnected network.

Interagency Collaboration

Collaboration with the Methane Task Force

In a *July 2022 letter to CARB Chair Liane Randolph*, Governor Newsom requested the formation of a multi-agency task force to “identify and address methane leaks from oil infrastructure near communities, recognizing the threats these leaks can pose to community health and safety”. The Methane Task Force (MTF), led by the Department of Conservation's California Geologic Energy Management Division (CalGEM), CARB, CalEPA and the California Natural Resources Agency, was a direct response to this call to action. Partner agency representatives seek to identify and respond to methane leaks from oil infrastructure in nearby communities, as well as address the outsized impact methane has on climate change.

In total, the MTF and SJVAPCD have conducted joint inspections of 134 wells, identifying leaks in 45 of them. CARB has established Memoranda of Agreement (MOA) with local air districts that provide them the authority to enforce CARB's Oil and Gas Methane Regulation (COGR). Considering the current MOA with SJVAPCD, SJVAPCD has agreed to oversee all COGR-related enforcement actions. CalGEM assesses these enforcement actions based on their regulations.

The MTF believes community engagement, collaboration, and transparency are key to addressing oil and gas concerns. As such, they convene regularly to elevate opportunities for deeper public and local agency engagement, as well as to provide updates on current and upcoming efforts aimed at addressing methane leaks from oil and gas infrastructure. In 2024, the MTF will continue efforts to address methane leaks from oil infrastructure in other communities in the State.

Collaboration with the Department of Pesticides Regulation

In collaboration with CARB, OEHHA, and local Air Districts, DPR staff continue to engage with interested CAPP communities as scientific advisors on pesticide-related concerns and educate them on statewide regulations that may impact their region (Figure 12). The CAPP communities of Shafter, Arvin-Lamont, Eastern Coachella Valley, Calexico-El Centro-Heber, and South-Central Fresno have included pesticide concerns in their CERPs. In 2023, DPR strengthened collaboration with local enforcement partners, the County Agricultural Commissioners (CACs), to elevate community-driven priorities and address regional concerns.

Figure 12: DPR Air Program Staff - May 2023 Shafter CSC Meeting



1,3-Dichloropropene is a commonly used fumigant in agricultural areas of California. CSCs, including Shafter and Arvin-Lamont, and community residents, have identified the fumigant as a pesticide of concern. In November 2022, DPR provided public notice of regulations to improve residential bystander protection against short-term (acute) and long-term (chronic) risks associated with 1,3-Dichloropropene. After consultation with partner agencies such as CARB, OEHHA, the California Department of Food and Agriculture (CDFA), the CACs, and Air Districts, this regulation became effective on January 1, 2024. Data collected from multiple local applications, including two studies conducted in the Shafter CAPP community, supported the development of the tool (Figure 13).

Figure 13: Shafter 2021 pilot study on 1,3-D emissions



OEHHA

The Office of Environmental Health Hazard Assessment (OEHHA) serves as California's primary agency for evaluating health risks associated with environmental contaminants. Its core mission is to safeguard the health of Californians and the state's environment through rigorous scientific assessments that inform regulatory decisions and other actions. OEHHA collaborates extensively with CARB and local air districts to engage communities in various ways, emphasizing community engagement, scientific expertise, and partnerships.

One of OEHHA's key focuses is its engagement with CSCs and air districts across the state, particularly in areas like the Eastern Coachella Valley, the San Francisco Bay area, and the Central Valley. These engagements address pressing concerns related to air pollution exposure and health disparities. OEHHA actively participates in local advisory committees, collaborates with academic institutions, and publishes peer-reviewed scientific literature to advance understanding of cumulative impacts and community health disparities.

OEHHA also strengthens community partnerships by attending events such as the University of California, Riverside's symposium on health disparities. This involvement facilitates connections with community health promoters, enhancing insights into local health and environmental challenges. Additionally, under the Biomonitoring California program, OEHHA conducts biomonitoring studies in collaboration with communities and academic partners. These studies measure chemicals in individuals' bodies, providing valuable data to

understand exposures, identify sources of pollution, and evaluate exposure reduction measures.

Several ongoing biomonitoring projects exemplify OEHHA's commitment to community health. Projects like the Stockton Air Pollution Exposure Project (SAPEP), the Biomonitoring component of the San Joaquin Valley Pollution and Health Environmental Research Study (BiomSPHERE), and the Farmworker women & Respiratory Exposure to Smoke from Swamp Cooler Air (FRESSCA-Mujeres) project assess exposures to air pollutants in various California communities. These projects not only identify chemical exposures but also evaluate the effectiveness of interventions like air filtration. Through community biomonitoring studies, OEHHA aims to provide actionable information to support the goals of the Community Air Protection Program, ultimately improving public health and environmental quality across California.

Figure 14: All Saints Academy in Stockton Recruitment Event for the Stockton Air Pollution Exposure Project (SAPEP) in 2021.



Caltrans

During Caltrans' development of the California Freight Mobility Plan 2023 (CFMP), various outreach efforts, such as public workshops, public outreach, and a digital outreach strategy via Facebook, were conducted to better identify and understand the freight-related concerns of California residents. During the development of the CFMP, Caltrans conducted various outreach efforts to gather feedback from a diverse set of demographic populations and geographic regions to ensure that we captured all freight-related concerns.

Outreach to environmental justice communities was essential, given the disproportionate impacts on air quality, public health, and social inequity freight movements created in these areas. CalTrans focused outreach on communities identified by CARB to participate in the

CAPP. Including feedback from these communities was vital to the overall creation and future implementation of the CFMP.

CalTrans conducted public outreach at multiple events throughout California. These events were staggered to conduct outreach before and after the draft plan was released. These events included a presentation and outreach in the following communities:

- Portside Environmental Justice CSC in San Diego on September 24, 2019 (in person)
- San Bernardino/Muscoy CSC, October 20, 2022 (online)
- South Los Angeles CSC, September 8, 2022 (online)
- East LA, Boyle Heights, and West Commerce CSC, August 18, 2022 (online)
- Southeast Los Angeles CSC, August 4, 2022 (online)
- Wilmington, Carson, West Long Beach CSC, August 25, 2022 (online)
- Eastern Coachella Valley CSC, October 27, 2022 (online)
- Shafter CSC, September 22, 2022. (online)

Other Community Highlights

The Community Air Protection Program is applying its commitment to advancing environmental justice and safeguarding public health in disadvantaged communities by using resources such as American Rescue Plan (ARP) funding, conducting studies like the Study of Neighborhood Air near Petroleum Sources (SNAPS), and leveraging resources from other agencies (such as DPR) in many other California communities. By leveraging these resources, communities burdened by long-standing environmental inequities are implementing comprehensive monitoring systems and cutting-edge technologies. Through strategic collaboration and data-driven interventions, the expansion endeavors not only to mitigate exposure to harmful pollutants but also to empower residents with the knowledge and tools necessary to advocate for healthier living environments.

La Vina

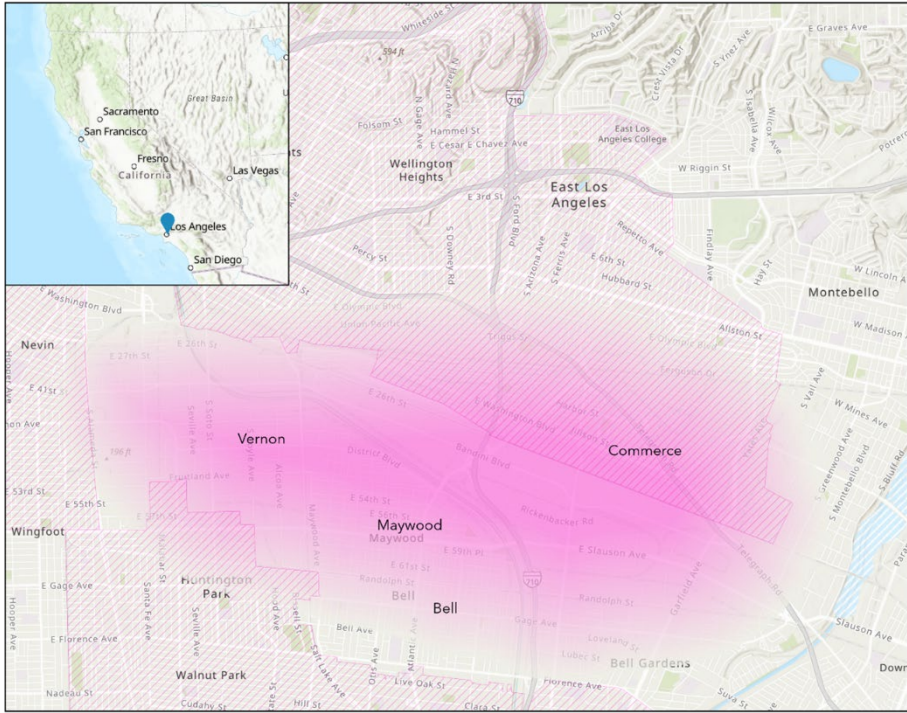
With support from various CBOs, CARB applied for and received a US EPA ARP grant to assist with community air monitoring in the consistently nominated community of La Vina in Madera County. CARB attended a community meeting in 2023 hosted by the Leadership Counsel for Justice and Accountability and listened to the community's concerns. The residents of La Vina have been concerned about Glyphosate, 1,3-D, PM, and BC. CARB's Monitoring and Laboratory Division worked with the CBOs and residents to gather intel on viable monitoring sites in La Vina. Currently, two sites are monitoring for PM and BC that have been collecting data for several months. The methodology to monitor for Glyphosate in the air, as requested by the residents of La Vina, unfortunately doesn't exist. The project's next milestone is to update community members and share the information gathered through air monitoring and obtain an alternative pesticide or additional toxic air

contaminants for monitoring. CARB will work with partner CBOs to train and familiarize residents with air monitoring equipment and empower them to perform air monitoring.



Maywood, Vernon, Bell, East Commerce

The ARP grant also assists with community air monitoring of toxics in the highly impacted and overly burdened communities of Maywood-Vernon-Bell-East Commerce. With the goal of building community capacity, CARB’s Monitoring and Laboratory Division staff will be working with local CBOs to train community members to conduct air toxics monitoring. CARB staff has worked closely with local CBOs to identify potential sources of air toxic pollution within the community with a focus on metals, hexavalent chromium, and ethylene oxide. In partnership with the CBOs, CARB staff held a community meeting in September 2023 in Maywood to present information on air toxics sources in their community and options for air monitoring equipment. At the meeting, community members expressed the need for more information to make informed decisions about the pollutants of concern and the procurement of monitoring equipment with the grant funds. To help inform these decisions, the Monitoring and Laboratory Division is planning a short-term monitoring study using CARB monitoring equipment and laboratory resources to provide more information to community members. CARB staff and the CBOs have met regularly, virtually and in person, to determine potential monitoring sites for this short-term monitoring study. In Spring/Summer 2024, CARB staff plan to hold another community meeting to update community members on our progress and inform them of the process and considerations when siting a monitor.



Salton City

In response to an environmental justice community tour in the consistently nominated community of Salton City, CARB's staff from the Monitoring and Laboratory Division conducted real-time metals monitoring from September 2023 to February 2024. Residents of Salton City have been concerned with emissions from the drying Salton Sea and exposed playa dust. The Monitoring and Laboratory Division staff worked with a community representative to locate a site less than a mile from the exposed shoreline. Monitoring and Laboratory Division has shared the metals data with the South Coast AQMD, which monitors the same metals at their Mecca air monitoring station. The Monitoring and Laboratory Division staff anticipate returning to the site to collect additional data and will share the monitoring results with the community at a future meeting.



Grayson, Monterey Park Tract, Hughson

DPR coordinated with the Stanislaus County Agricultural Commissioner and a community-based organization, Valley Improvement Projects, to initiate a seasonal pesticide study in the communities of Grayson, Monterey Park Tract, and Hughson in response to community members' concerns about the use of fumigants in the area. DPR launched a 15-week seasonal study in late January 2024 to sample for the fumigants 1,3-Dichloropropene, MITC, and Chloropicrin (Figure 15). DPR scientists will continue to work closely with the communities to assist in interpreting study results.

Figure 15: Air Sampling Equipment in Hughson, CA for Stanislaus County Seasonal Study



Study of Neighborhood Air near Petroleum Sources (SNAPS)

CARB developed the SNAPS Program in response to community concerns about living near oil and gas facilities. SNAPS aims to characterize air quality in communities neighboring oil and gas operations in coordination with CAPP. SNAPS communities were selected based on several criteria, including proximity to oil and gas wells and community input. SNAPS involves extensive air monitoring near production facilities using state-of-the-art stationary trailers equipped to measure toxic air contaminants (TACs), volatile organic compounds (VOCs), particulate matter (PM), metals, and criteria pollutants for about one year in each community. CARB analyzes the gathered data to assess pollutant exposures, with the OEHHA evaluating potential health implications.

In 2023, SNAPS deployed two monitoring trailers containing research-grade equipment to locations on and near the Inglewood Oil Field, conducting two weeks of mobile air monitoring in communities around the oil field. The system streams real-time monitoring data to a [public dashboard](#). Throughout the year, the collaboration between OCAP and SNAPS involved quarterly meetings aimed at optimizing resource utilization and fostering mutual learning. Over the past 5-6 years, both teams have shared insights on community engagement strategies, capitalizing on their respective experiences. Additionally, cooperation extended to assisting OCAP in outreach efforts for SNAPS community meetings, strategically aligning with the South Los Angeles CERP community boundary. OCAP staff facilitated regular updates regarding SNAPS to the South Los Angeles CSC co-leads and SCAQMD. Plans are underway to sustain and broaden this coordination effort, ensuring continued progress and community involvement.

Figure 16: SNAPS monitoring trailer



Appendix A - Air District-Produced CERP Annual Reports

Arvin, Lamont

https://community.valleyair.org/media/u55dzo3x/2023_annual-report_arvinlamont_english_final.pdf

East Los Angeles/Boyle Heights/West Commerce

<https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/apr-overview-report.pdf>

Eastern Coachella Valley

<https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/apr-overview-report.pdf>

El Centro/Heber/Calexico

https://www.icab617community.org/_files/ugd/73a6cc_9cd05f7ad319409997d85cc1d57ba7af.pdf

Portside Environmental Justice Neighborhoods

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

https://www.sdapcd.org/content/dam/sdapcd/documents/capp/cerp/2022-portside-cerp/2022%20Portside%20CERP%20Annual%20Progress%20Report_ENGLISH-ESPA%C3%91OL.pdf

San Bernardino/Muscoy

<https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/apr-overview-report.pdf>

Shafter

https://community.valleyair.org/media/qx5nh1ye/final_shafter-2023-annual-report.pdf

South Central Fresno

https://community.valleyair.org/media/3blf41xm/2023-ab-617-annual-report_fresno_final.pdf

South Los Angeles

<https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/apr-overview-report.pdf>

Southeast Los Angeles

<https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/apr-overview-report.pdf>

Stockton

https://community.valleyair.org/media/0o1nvao2/final_stockton-2023-annual-report.pdf

West Oakland

https://www.baaqmd.gov/~media/files/board-of-directors/2023/cehjc_presentation_111523_op-pdf.pdf#page=8

Wilmington/Carson/West Long Beach

<https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/apr-overview-report.pdf>