



COMMUNITY AIR PROTECTION PROGRAM

Annual Progress Report

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Acronyms and Abbreviations

AB	Assembly Bill	CSC	Community Steering Committee
ATCM	Airborne Toxic Control Measure	DAAC	Del Amo Action Committee
BAAD	Bay Area Air District	DPM	Diesel Particulate Matter
BACT	Best Available Control Technology	DPR	Department of Pesticide Regulation
BARCT	Best Available Retrofit Control Technology	E-BARCT	Expedited Best Available Retrofit Control Technology
BC	Black Carbon	EDVS	Enforcement Data Visualization System
CAG	Community Air Grant	FEM	Federal Equivalent Method
CAC	County Agricultural Commissioner	H ₂ S	Hydrogen sulfide
CalEPA	California Environmental Protection Agency	HD	Heavy duty
CalGEM	California Geologic Energy Management Division	ICAPCD	Imperial County Air Pollution Control District
CAMP	Community Air Monitoring Plan	L-CERP	Local Community Emissions Reduction Plan
CAP	Community Air Protection	MTF	Methane Task Force
CAPCOA	California Air Pollution Control Officers Association	MITC	Methyl isothiocyanate
CAPP or Program Moyer Program	Community Air Protection Program Carl Moyer Memorial Air Quality Standards Attainment Program	Next Generation	Any technology that is cleaner than what is currently required
CATA	California Air Toxics Assessment	NO ₂	Nitrogen dioxide
CBO	Community Based Organization	NO _x	Nitrogen oxides
CERP	Community Emissions Reduction Programs	NOV	Notice of Violation
CEQA	California Environmental Quality Act	OBD	On-Board Diagnostic
CNC	Consistently Nominated Community	OEHHA	Office of Environmental Health Hazard Assessment
Civil Rights Policy	Civil Rights Policy and Discrimination Complaint Process	PM	Particulate Matter

Acronyms and Abbreviations

PM _{2.5}	Particulate Matter less than 2.5 µg in diameter
PUR	Pesticide Use Reporting
REL	Racial Equity Lens
RFA	Request for Applications
SB	Senate Bill
South Coast AQMD	South Coast Air Quality Management District
SDAPCD	San Diego Air Pollution Control District
SEP	Supplemental Environmental Project
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMMI	Statewide Mobile Monitoring Initiative
SMMI PEG	Statewide Mobile Monitoring Initiative Project Expert Group
SNAPS	Study of Neighborhood Air near Petroleum Sources
T-BARCT	Toxic Air Contaminants Best Available Retrofit Control Technology
TCH	Technology Clearinghouse
TRU	Transport Refrigeration Unit
U.S. EPA	United States Environmental Protection Agency
VOC	Volatile organic compound
1,3-D	1,3-Dichloropropene

Executive Summary

Assembly Bill 617 (AB 617) established the Community Air Protection Program (CAPP), which continues to drive California's commitment to reducing air pollution and safeguarding public health in communities disproportionately impacted by poor air quality. This Annual Progress Report highlights key achievements over the past year of the California Air Resources Board's (CARB) statewide strategy for community air protection, which is guided by Blueprint 2.0.

As of June 2026, 18 communities are implementing Community Emissions Reduction Programs (CERPs) ([Figure 5](#)), including two that local Air District Boards recently adopted: Right to Breathe: East Oakland Community Air and the South Sacramento–Florin Community Emissions Reduction Program Plan. CARB's Executive Officer will formally consider approval of these two new CERPs in the coming months.

CARB and air districts continue to support current CERP communities while strengthening support for consistently nominated communities (CNCs) through enhanced monitoring, enforcement, and capacity-building initiatives. The Program remains rooted in community-driven planning, cross-agency collaboration, and accountability, ensuring that California's most impacted communities are at the center of clean air progress.

Over the past year, communities, air district partners, and CARB achieved major milestones in advancing community air protection and aligning with [Blueprint 2.0](#) Goals and Actions:

Reduced Emissions and/or Exposures Through CERP Implementation. All air districts completed key clean transportation, monitoring, and community-identified projects that improved air quality over the past year ([Figure 8](#) and [Figure 9](#)).

Estimated Emission Reductions from Rules and Regulations. Statewide CARB committed CERP regulations are projected to reduce 718 tons of oxides of nitrogen (NO_x), 9 tons of fine particulate matter (PM_{2.5}), and 10 tons of diesel particulate matter (DPM) each year across all 19 adopted CERPs. Air district-committed actions, including 42 Expedited Best Available Retrofit Control Technology (E-BARCT) and 28 additional rules, are expected to achieve cumulative estimated reductions of 27,600 tons of NO_x, 19,900 tons of volatile organic compounds (VOCs), and 3,400 tons of PM_{2.5} reductions over the next decade.

West Oakland Community Action Plan (WOCAP) and Year 1 CERP Transitions. CARB and the air districts are working with Community Steering Committees (CSCs) to review fifth-year reports, evaluate progress, and determine which CERP actions should continue, adjust, or conclude as communities transition beyond their initial implementation period. West Oakland Environmental Indicators Project has created the WOCAP to address 80+ strategies.

Completing the Statewide Mobile Monitoring Initiative (SMMI). The Statewide Mobile Monitoring Initiative is a \$27 million legislative investment to generate the first ever block-by-block picture of air quality in over 60 [consistently nominated AB 617 communities](#) across California. CARB worked closely with Aclima to develop an innovative community engagement plan, including forming Project Expert Group (PEG) to guide SMMI throughout the project period. The PEG partnered with Aclima to co-develop a [community engagement plan](#) (CEP) and [community air monitoring plans](#) (CAMPs). Aclima also partnered with 42 community-based organizations to lead local engagement across each of the communities, identifying communities' issues and concerns and recommending monitoring locations, which informed the development of the community air monitoring plans. [Hyperlocal air quality data](#) collection has been completed in consistently nominated communities, and is now being reviewed by CARB's Monitoring and Laboratory Division.

Significant Program Highlights Continued

Delivered \$56 Million in Community Air Grants. Supporting 187 projects led by community-based organizations and tribes in air monitoring, capacity building, and partnerships.

Reconstituted the AB617 Community Air Protection Consultation Group. Strengthening statewide governance and expanding representation from communities, air districts, tribes, academia, local governments, and industry to direct a path forward for the program's statewide strategy.

Air Districts Adopted the East Oakland CERP (April 2026) and South Sacramento-Florin CERP (May 2026). Both District Board-adoptions mark major collaborative milestones between Community Steering Committees and their respective air districts in advancing community-identified priorities.

Build Evaluation and Shared Learning into the Program. Established a peer-to-peer learning series for networking designed by CSC members to share lessons, challenges, and best practices across communities. Engaged with air districts in shared planning and regional convenings with CSC members through a Community Air Grant to the Institute for Local Government.

This document summarizes the progress to improve air quality at the community scale and is organized by the goals and actions in the Blueprint 2.0, which is CARB's updated statewide strategy to implement AB 617 through the Community Air Protection Program, and which was approved by the CARB Board in October 2023.

Goal 1: Engage and Partner in Evolving the Program

Goal One focuses on strengthening statewide collaboration to ensure the Community Air Protection Program is successfully and equitably implemented. CARB continues to partner with air districts that complement the program—alongside environmental justice groups, community-based organizations, tribes, local governments, and industry—to refine and advance pathways for community-scale air quality protection outlined in Blueprint 2.0. This collaborative approach was renewed through an expanded Consultation Group to guide development and implementation of the statewide strategy. CARB relies on several divisions within CARB as well as required by statute, CARB coordinates with other State agencies to implement the program.

Reinvigorating the AB 617 Community Air Protection Consultation Group

On June 26, 2025, the CARB Board appointed 27 members to serve as members of the Community Air Protection Consultation Group, including CARB Board Member Dr. John Balmes as Chair. Expanded representation now includes more community, air district and local government voices. On October 23, 2025, the Office of Community Air Protection (OCAP) presented Resolution 2-10 for the Board to consider the appointment of Board Member Diane Takvorian to the Consultation Group as a new member and Co-Chair taking the current membership to 28 members.

On September 8, 2025, the newly approved Consultation Group met for new member orientation and onboarding. The Consultation Group met on December 3, 2025, to discuss meeting agreements, and the draft Consultation Group Charter. Staff worked with Co-Chair Takvorian and an ad-hoc group to incorporate Consultation Group member feedback on the draft charter in preparation for approval by the full Consultation Group on March 25, 2026. On June 25, 2026, the staff will present the Final Charter to the Board for consideration.

In addition to the two CARB Board members who serve as co-chairs, the Consultation Group includes 26 members who represent either selected communities or consistently nominated communities, air district partners, tribes, academia, local government and business and industry. As outlined in Blueprint 2.0, the purpose of the Consultation Group is to fulfill the requirement in AB 617 that CARB consult with a range of stakeholders to develop and implement the statewide strategy to improve air quality in California's most overburdened communities. (Action 4, page 12.)

CalEPA Collaboration

Department of Pesticide Regulation

In 2025, DPR strengthened community engagement at CSC meetings, events, and direct forums with residents and County Agricultural Commissioners (CAC) to share air monitoring data, pesticide enforcement updates, and worker safety information, providing outreach materials and bilingual support to ensure accessibility.

On December 6, 2025, DPR submitted a comprehensive regulatory package to the Office of Administrative Law (OAL) aimed at strengthening protection for occupational bystanders from health risks associated with 1,3-Dichloropropene (1,3-D), a widely used agricultural fumigant. The regulation became effective on January 1, 2026. This action reflects DPR's ongoing commitment to pesticide evaluation and its obligations under various CERPs. DPR continues to participate in community air monitoring studies that track fumigants such as 1,3-D, methyl isothiocyanate (MITC), and chloropicrin in areas where these pesticides are applied.

DPR also collaborates with CARB and community-based organizations (CBOs) to implement air monitoring in La Viña, a consistently nominated community, through a U.S. Environmental Protection Agency (U.S. EPA) air monitoring grant. In March 2025, DPR and the Madera CAC met with residents to discuss pesticide use enforcement activities.

DPR continues to coordinate with CARB, the Office of Environmental Health Hazard Assessment (OEHHA), and local air districts to support CERP and L-CERP commitments.

- Expansion of the Air Monitoring Network (AMN) to reach a total of ten full air monitoring sites.
- In the Eastern Coachella Valley, DPR and OEHHA jointly presented final pesticide air-monitoring data and associated health assessments to the CSC in April 2025.
- In Arvin-Lamont, pesticide air monitoring data is currently under review, with plans to present results to the CSC in summer 2026.
- DPR developed summaries of Pesticide Use Reporting (PUR) data for Lost Hills, Delano, Stanislaus, and Madera Coalitions, to support Community Air Grants L-CERPs and, in collaboration with OCAP staff, has presented their data at community meetings in early 2026.

Goal 1: Engage and Partner in Evolving the Program

To enhance transparency and public access to monitoring and enforcement information, DPR launched two interactive dashboards:

- Pesticide Air Monitoring Results Dashboard – An online tool designed to provide pesticide air monitoring data in an interactive, user-friendly format (Figure 1).
- Enforcement Data Dashboard – An online tool designed to provide pesticide enforcement and inspection data in an interactive, user-friendly format (Figure 2).

These dashboards compile data from DPR’s pesticide air monitoring results database and local enforcement reports. They align with DPR’s 2024–2028 Strategic Plan, which emphasizes data accessibility and visualization – responding directly to public feedback on improved access to results and enforcement information.

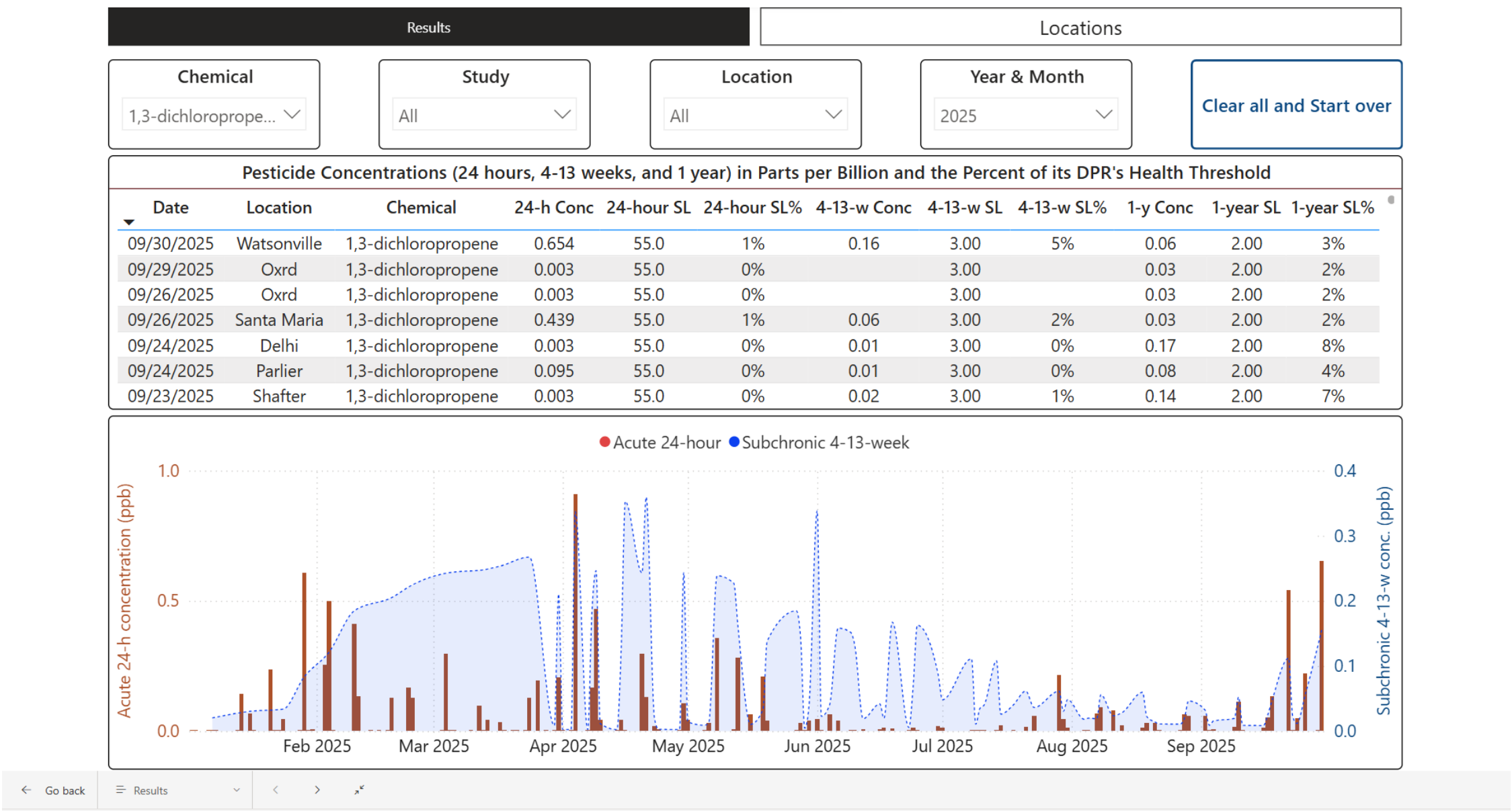


Figure 1: Pesticide Air Monitoring Results Dashboard.

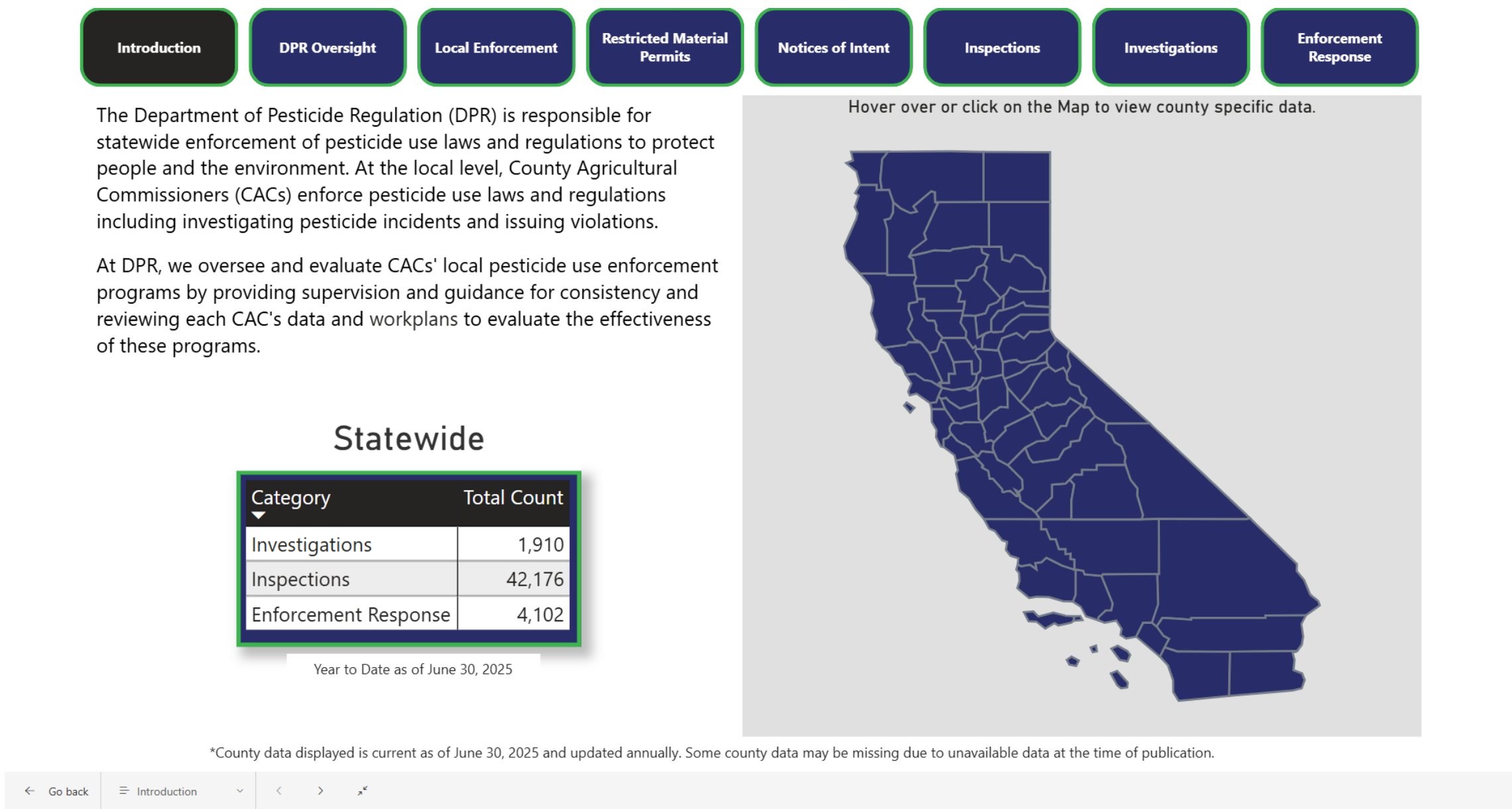


Figure 2: DPR’s Enforcement Data Dashboard.

Office of Environmental Health Hazard Assessment

In alignment with the goals of the Program, OEHHA has been actively engaged in various initiatives throughout 2025 aimed at addressing air quality issues in disadvantaged communities. The subsequent sections highlight OEHHA's key activities, progress, and future directions to support implementation of CERPs, advance environmental justice efforts, and enhance community engagement through biomonitoring and real-time air monitoring projects. On January 28, 2026, OEHHA released draft CalEnviroScreen 5.0 for public comments. Once finalized, CalEnviroScreen 5.0 will be incorporated into future AB 617 statewide assessment updates.

Key Activities and Initiatives

CERPs. In the Eastern Coachella Valley, OEHHA collaborated with DPR, CARB and South Coast Air Quality Management District (SCAQMD) to conduct pesticide air monitoring, analyze data and provide results to the community with a focus on exposure risks on health. OEHHA presented these health exposure findings to the CSC on April 17, 2025.

Assessing Health Risks from Local Monitoring. OEHHA supported CARB and SCAQMD and provided health risks associated with methyl bromide near facilities within the community of Wilmington, Carson, West Long Beach at a community meeting on January 30, 2025. This was a joint effort that included DPR and the Los Angeles County Agricultural Commissioner. OEHHA also supported a community-engaged air quality research project to collect real-time air pollution measurements with a mobile monitoring campaign conducted by UC Berkeley and West Oakland Environmental Indicators Project (Figure 3).



Figure 3: Community Visit to West Oakland: OEHHA staff and UC Berkeley Researchers visit with West Oakland Environmental Indicators Project (WOIEP) Staff in July 2025 to share mobile monitoring van for community-engaged research project.

Biomonitoring Studies: Understanding Community Exposures. OEHHA advanced biomonitoring efforts to assess real-world exposures to air pollutants in disadvantaged communities through two major studies:

- The San Joaquin Valley Pollution and Health Environmental Research Study (BiomSPHERE) evaluated exposure to pollutants among families in Fresno and Stockton using urine samples and air quality data. OEHHA shared preliminary results with participants and presented to the Scientific Guidance Panel in 2025.
- The FRESSCA-Mujeres Study focused on female agricultural workers in Fresno, Kern, and Kings Counties. The team analyzed biomarkers for air pollutants and heavy metals, provided results to participants in November 2025, conducted follow-up for elevated mercury and arsenic, and piloted silicone wristbands to detect pesticide exposure.

Study of Neighborhood Air near Petroleum Sources (SNAPS). OEHHA supported CARB with this project that better characterizes air quality in communities near oil and gas operations, with particular focus on production facilities.

- Inglewood Oil Fields Communities: On January 22, 2025, OEHHA and CARB staff presented an in-person mid-monitoring update to residents surrounding the Inglewood Oil field, showcasing preliminary monitoring results of meteorology, air pollutants, and acute toxicology. OEHHA and CARB staff also attended monthly virtual meetings hosted by these communities to provide periodic updates, answer questions, and gather recommendations.
- Lost Hills: The Lost Hills Final Report was released October 2025 after incorporating comments from the public on a draft released in 2024. OEHHA supported this by evaluating the health risks of detected chemicals, delivering in-person and virtual presentations, and helping the community interpret and understand the risks.

Looking Ahead

OEHHA will continue to strengthen partnerships, develop community science guidance for state staff, expand community science initiatives, and share actionable data to guide health-protective policies and empower California's most impacted communities.

Goal 2: Non-Discrimination Laws and Protection

Goal Two reaffirms CARB's responsibility to uphold state and federal civil rights laws across all its programs, including the Community Air Protection Program. CARB advanced this commitment by kicking off public engagement to inform an update of CARB's Civil Rights Policy, revising compliance requirements in grant agreements, and expanding the use of equity tools to embed legal protections and safeguards across program implementation.

Civil Rights Policy Update

As part of CARB's Blueprint 2.0 commitment to uphold and foster more transparent compliance with non-discrimination policies, CARB is updating its 2016 Civil Rights Policy and Discrimination Complaint Process, to continue ensuring fair and equal access to all benefits, programs, and activities CARB administers. Upholding civil rights obligations, as outlined in federal and state non-discrimination statutes, is essential to CARB's racial equity and environmental justice efforts.

CARB anticipates releasing the updated Draft Civil Rights Policy for a 60-day public comment period in summer 2026. Following the release of the draft policy, CARB will host a community meeting to support the development of the updated Civil Rights Policy and ensure a transparent and inclusive process with communities and interested parties across California. The final version will be available for review by CARB's Executive Officer by the end of 2026. (Action 1, page 13).

Updated Grant Agreements

CARB has advanced Blueprint 2.0 Goal 2 by updating its grant terms and conditions to ensure compliance with state and federal civil rights laws, including:

- California Government Code section 11135
- California Fair Employment and Housing Act (Gov. Code § 12900 et seq.)
- Title VI of the Civil Rights Act of 1964
- Rehabilitation Act of 1973, section 504
- Age Discrimination Act of 1975
- Federal Water Pollution Control Act Amendments of 1972, section 13
- U.S. EPA implementing regulations (40 C.F.R. Parts 5 and 7)

Racial Equity Lens

CARB has developed the Racial Equity Lens (REL), a tool to help staff consider and embed racial equity in CARB programs, policies, and processes. CARB's REL contains data-driven, equity-centered questions that can be adapted to diverse work across the agency.

Development of CARB's REL began in 2021. CARB divisions extensively tested the tool from 2022-2024. In 2025, CARB contracted with five community experts to "ground truth" CARB's REL by collecting information through direct observation and measurement. This process helped staff revise the tool and ensure it reflects the real-world experiences of priority communities.

In 2026, CARB will:

- Continue engaging the five community experts to conduct CARB's REL ground truthing.
- Release a draft version of CARB's REL for public comment period and broader community engagement.
- Finalize revisions to CARB's REL based on input from internal and external partners.

CARB plans to publicly release the refined version of CARB's REL in late 2026. ([Action 6, Page 13](#)).

The REL is intended solely for the guidance of CARB employees and does not extend or impose requirements on any other person, governmental entity, or tribe. It does not alter or modify the terms of any law and does not constitute legal advice. The REL is not intended, and should not be construed, to define the legal relationship between CARB and anyone else, is not a regulation, and it does not create, expand, limit, waive, or interpret any legal rights or obligations. It does not affect or diminish any rights or protections afforded to any person or entity under any law. Nothing in REL will be construed to prevent CARB from taking timely action to fulfill legal obligations to protect the public health and safety, or the environment; or to carry out federally-mandated duties under delegated federal programs.

CARB reserves the right to revise the REL at any point in the future and such changes will be retroactively applicable to matters initiated prior to any revision of this policy. The REL may only be used in a manner consistent with applicable state and federal law, including but not limited laws prohibiting discrimination in employment and state-sponsored funding programs. CARB implements and administers all of its programs consistent with state and federal law, and CARB is an Equal Opportunity Employer that hires only the most qualified candidates, based on the merit hiring process.

Goal 3: Apply Regulatory Authorities to Reduce Exposures and Emissions

Goal Three emphasizes CARB's responsibility to apply its regulatory authorities to reduce emissions and exposures, especially in communities with the highest cumulative pollution burdens. Consistent with AB 617, both CARB and local air districts are required to implement actions within their respective authorities that result in enforceable emissions reductions, including mobile source measures necessary for approvable CERPs. CARB continued advancing this mandate by developing new statewide regulations, responding to emerging federal challenges, supporting district rule development, and collaborating with air districts to quantify the emissions benefits of air district regulatory actions informed by CSC priorities.

CARB Rules and Regulations

CommunityHub 2.0 summarizes all CERP-related regulations CARB adopted since AB 617's passage, demonstrating the agency's ongoing commitment to environmental justice and air quality improvement. These regulations play a critical role in establishing stringent emissions standards, reducing climate and public health pollutants and driving innovation in clean technology.

However, this progress faces significant challenges. Federal attacks on California's mobile sources programs are expected to increase pollution and complicate attainment of State Implementation Plan (SIP) obligations, causing severe health impacts including more than 14,500 avoidable deaths. In response to this, public feedback, and Board direction, CARB staff have identified and quantified emissions reductions from potential CARB actions that would maintain progress in protecting public health from air pollution. These actions include direct regulations, as well as other potential approaches, including incentive programs and other voluntary measures. Due to the magnitude of the federal actions, CARB must now explore new types of programs and mechanisms to continue our clean air efforts, which are critically vital for the health of all Californians. However, even with list of potential regulations and other creative approaches identified thus far, CARB cannot backfill the entire shortfall in emission reductions.

CARB staff have continued regulatory development in response to the federal attacks. At March 2026 CARB Board Hearing, staff presented concepts for mobile sources and the building sector that CARB is either actively developing through a public process or could pursue to backfill portions of the emission reduction shortfall resulting from Federal actions. Some of these concepts are listed in Table 1 (for On-Road Vehicles) and Table 2 (for Non-Road Equipment, Vehicles, and Additional Sources). OCAP staff will continue working with regulatory divisions to ensure outreach to as many Program communities as possible. This engagement helps ensure community voices and perspectives are meaningfully considered throughout the rule development process. Looking ahead, CARB is actively supporting efforts related to SB 375, which requires California's Metropolitan Planning Organization (MPO) regions to develop sustainable community strategies aimed at reducing passenger vehicle travel.

Goal 3: Apply Regulatory Authorities to Reduce Exposures and Emissions

Integrating SB 375 implementation into this work advances CAPP goals by ensuring that regional sustainable community strategies contribute to community level emission reductions, reduce transportation related exposures, and complement the mobile source measures required for CERP success. Additionally, CARB staff in coordination with California Department of Conservation Geologic Energy Management Division (CalGEM) is developing performance standards related to Senate Bill 1137. This bill sets requirements for protecting public health by creating a minimum health and safety distance of 3,200 feet between sensitive receptors and an oil and gas production well or facility. Oil and gas facility operators within this distance from a sensitive receptor are required to implement strict pollution controls, including developing leak detection response plans to protect human health.

Table 1. Concepts to Reduce On-Road Vehicle Emissions

<u>Clean Off-Road Fleet Recognition Program</u>
<u>Drive Forward: Heavy-Duty Trucks Measure</u>
<u>Drive Forward: Light Duty Vehicle Program</u>
<u>Hydrogen Station Fueling Verification</u>
<u>On-Road Motorcycles Standards</u>

Table 2. Concepts to Reduce Emissions from Non-Road Equipment, Vehicles, and Additional Sources

<u>Cargo Handling Equipment Regulation</u>
<u>Clean Off-Road Fleet Recognition Program</u>
<u>Clean Space and Water Heater Standards</u>
<u>Ocean-Going Vessel In-Transit Regulation</u>
<u>Phased Advanced Clean Equipment (PACE) Rule</u>
<u>Spark-Ignition Marine Engine Standards</u>
<u>Tier 5 Off-Road New Compression-Ignition Engine Standard</u>
<u>Transport Refrigeration Unit Regulation Part 2</u>

Air District Rules

Under the CAPP, local air districts must create tailored emission reduction programs in consultation with community representatives. CARB and air districts can pursue rulemaking to address community concerns and target localized pollution burdens. As a result, updating or developing new air district rules to address community-identified pollution sources is a critical and common strategy in CERPs. [Table 3](#) lists California air district rules adopted since April 2024 that reduce air pollution burdens. Air district rules adopted prior to April 2024 are listed in [last year's annual progress report](#).

In the past year, CARB and local air districts have worked together to quantify the emissions benefits from air district rules and regulations included as CERP strategies and from E-BARCT implementation by air districts. These activities benefit communities throughout air districts jurisdictions.



Table 3. Adopted Air District Rules Since April 2024

Air District	Rule	Adoption Date
Bay Area Air District	<u>Rule 8-18: Equipment Leaks 2024 Amendment</u>	September 4, 2024
Bay Area Air District	<u>Rule 6-3: Wood-burning Devices 2025 Amendment</u>	October 1, 2025
Bay Area Air District	<u>Rule 5: Open Burning 2025 Amendment</u>	October 10, 2025
South Coast AQMD	<u>Rule 1118: Control of Emissions from Refinery Flares</u>	April 5, 2024
South Coast AQMD	<u>Rule 463: Organic Liquid Storage</u>	June 7, 2024
South Coast AQMD	<u>Rule 1146.2: Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters</u>	June 7, 2024
South Coast AQMD	<u>Rule 1148.1: Oil and Gas Production Wells</u>	August 2, 2024
South Coast AQMD	<u>Rule 1135: Emissions of Oxides of Nitrogen from Electricity Generating Facilities</u>	October 4, 2024
South Coast AQMD	<u>Rule 1151: Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations</u>	November 1, 2024
South Coast AQMD	<u>Rule 1173: Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants</u>	December 6, 2024
South Coast AQMD	<u>Rule 1159.1: Control of NOx Emissions from Nitric Acid Tanks</u>	December 6, 2024
South Coast AQMD	<u>Rule 1171: Solvent Cleaning Operations</u>	June 6, 2025
San Diego APCD	<u>Rule 1210: Toxic Air Contaminant Health Risks-Public Notification and Risk Reduction</u>	February 13, 2025

Emission Reductions from CARB Rules and Regulations

CARB's rulemaking efforts—guided by community priorities and coordinated with local air districts—achieve measurable emission reductions from mobile and stationary sources that drive pollution burdens in AB 617 communities. These statewide regulations provide critical, enforceable actions that support cleaner air and advance community-identified goals.

Recent assessments show significant reductions in key pollutants impacting public health and air quality in disadvantaged communities. Over next 10 years, CARB-committed statewide regulations are estimated to provide cumulative emissions reductions of 718 tons/year of NO_x, 9 tons/year of PM_{2.5}, and 10 tons/year of DPM locally across all the 18 communities with adopted CERPs. While California takes the fight to the courts to challenge the illegal and unconstitutional federal actions, it's critical to recognize how these actions could potentially affect our most vulnerable communities.

Our draft preliminary estimates show that the federal actions taken to rollback several of California's clean air requirements could result in lost emissions benefits of up to 931.7 tons/year of NO_x, 65.1 tons/year of VOC, 25.9 tons/year of PM_{2.5}, and 23.1 tons/year of DPM in these 18 adopted CERP communities through their CERP lifetime. These lost emissions represent the equivalent of 33,000 diesel vehicles or 610 million diesel vehicle miles for NO_x in year 2026. In terms of DPM, they are equivalent to 70,000 diesel vehicles or 1,300 million diesel vehicle miles, underscoring their significance for community level air quality.

Air district rules, unaffected by federal actions, will continue to provide emissions benefits. The estimated quantified benefits from 42 E-BARCT and 28 air district-committed rules, in aggregate, should provide cumulative emissions reductions of 27,600 tons of NO_x, 19,900 tons of VOCs, and 3,400 tons of PM_{2.5} over the next 10 years.

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

Goal Four highlights CARB's partnership with air districts to strengthen both stationary and mobile source strategies that reduce cumulative air pollution burdens in overburdened communities. While CARB leads statewide mobile source regulation and supports districts in implementing AB 617's stationary source requirements, the agency also advances next generation technologies (i.e., any technology that is cleaner than what is currently required) for stationary sources through its Technology Clearinghouse to ensure that cleaner strategies are integrated into local and statewide planning. CARB continued this collaborative effort by modernizing the Technology Clearinghouse platform and working with air districts to improve access to Best Available Control Technology (BACT), Best Available Reduction Control Technology BARCT, and next generation technologies that can accelerate equitable emissions reductions.

Technology Clearinghouse

CARB has launched the prototype of its new Technology Clearinghouse (TCH) database online (Figure 4). CARB publicly launched the final version in summer 2026. The updated Technology Clearinghouse is a publicly accessible web application that serves as a one-stop resource for inputting, storing, and showcasing both established and emerging technologies for stationary sources. The updated platform will bring together extensive data from air districts and industry including BACT, BARCT, and next generation emissions reduction information into one easy to use hub. By elevating innovative solutions, the Technology Clearinghouse will help accelerate the adoption of cleaner technologies and support informed, equitable air-quality decisions that reduce pollution in California's most impacted communities.

Following the launch, CARB will showcase the new system through public outreach, training, and information sharing sessions for all stakeholders including the public, industry, air districts, and manufacturers.

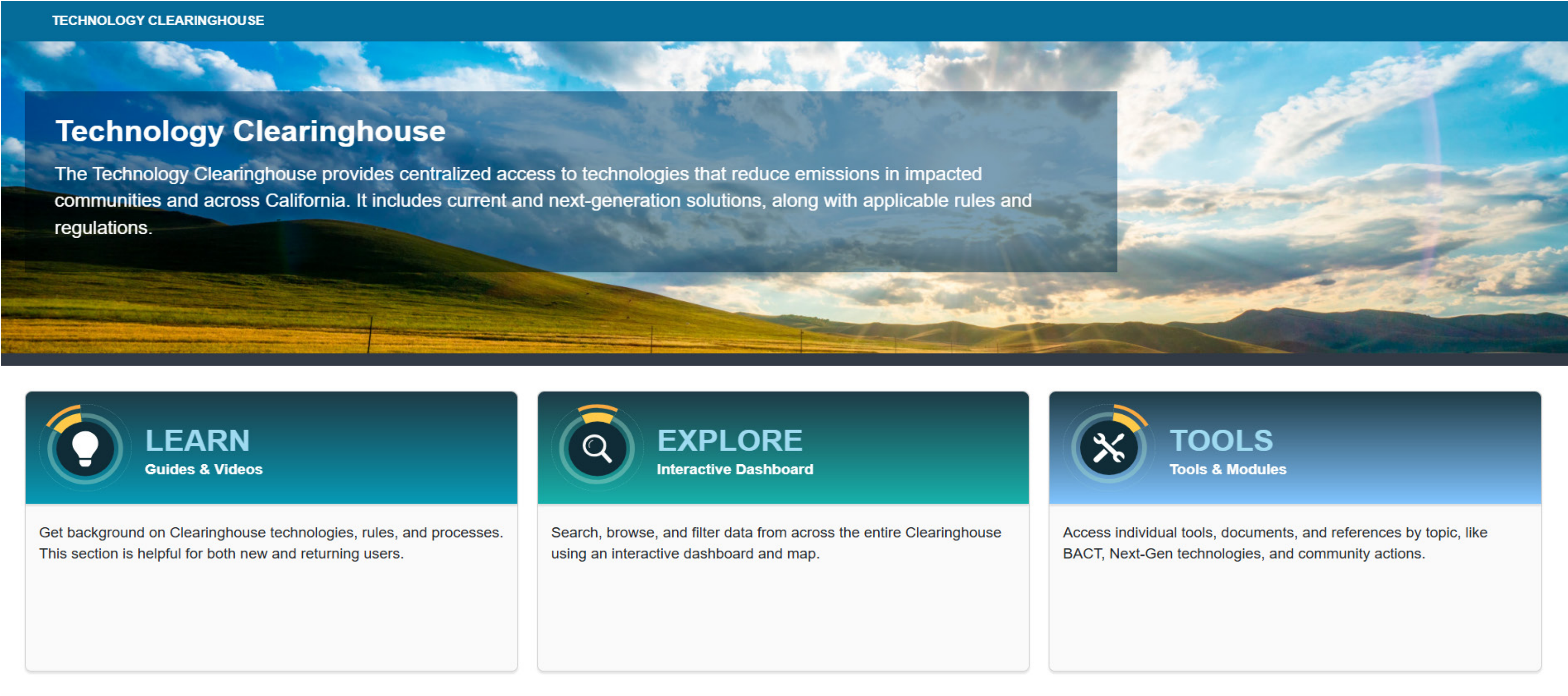


Figure 4: Screenshot of TCH online.

Goal 5: Track Program Commitments and Ensure Completion of CERPs

Goal Five focuses on ensuring that CERPs are fully implemented and that all community identified actions are completed to the extent feasible. Full implementation is dependent on continued State funding for many CERP strategies, especially given the current federal attacks on California’s mobile sources regulatory programs. While the 2018 Blueprint anticipated a five year implementation period, experience has shown that most CERPs require additional time, particularly for actions with significant emissions reduction targets. CARB continues to support communities and air districts beyond the five-year implementation period. In 2026, CARB strengthened its approach to tracking commitments by working closely with air districts and CERP communities to plan for completion, support transitions after the five year milestone, and ensure accountability for all actions that advance air quality and community health.

Status of Selected Communities

As of June 2026, 18 communities are implementing their CERPs – including two that local air districts recently adopted: Right to Breathe: East Oakland Community Air and the South Sacramento–Florin Community Emissions Reduction Program Plan. CARB’s Executive Officer will formally consider these two new CERPs for approval in the coming months.

2026 marked a pivotal moment, as Year 1 and many Year 2 communities progressed towards completing their CERP commitments. CARB continues to work closely with air districts and CSCs to support transition planning and long-term sustainability for these communities. See Table 4 for a summary of the status of CERP completion, noting that some CERP strategies, by their nature, will be ongoing.

These CERPs deliver tangible benefits for communities most impacted by air pollution. Investments in clean transportation, home air filtration, and local monitoring are reducing exposure to harmful pollutants, improving public health, and building trust through transparency. Many projects also create co-benefits, such as job opportunities, energy savings, and stronger community engagement, ensuring that residents see real improvements in air quality and quality of life.

Goal 5: Track Program Commitments and Ensure Completion of CERPs

Table 4. Selected Communities CERPs Actions Status

Community	CERP Approval Date	Total Actions	Complete	In Progress	Not Started	CERP Tracker
West Oakland	December 2019	108	34	65	9	link
Calexico Heber El Centro (South End)	January 2020	47	41	2	4	-
Shafter	February 2020	52	35	17	-	link
South Central Fresno	February 2020	48	36	12	-	link
East Los Angeles, Boyle Heights, West Commerce	September 2020	42	30	12	-	link
San Bernardino, Muscoy	September 2020	37	33	4	-	link
Wilmington, Carson, West Long Beach	September 2020	48	35	13	-	link
Southeast Los Angeles	May 2021	43	34	9	-	link
Stockton	July 2021	30	14	16	-	link
Eastern Coachella Valley	September 2021	74	49	25	-	link
Portside Communities, San Diego	October 2021	53	16	27	10	link
South Los Angeles	August 2022	53	15	34	4	link
Arvin, Lamont	October 2022	26	4	22	-	link
International Borders Communities	July 2024	144	-	93	51	-
Richmond, North Richmond, San Pablo	November 2024	139	2	91	46	-
Brawley Westmorland Calipatria (North End)	June 2025	25	1	7	17	-
East Oakland	April 2026*	105	-	-	-	-
South Sacramento Florin	May 2026*	28	-	-	-	-
Bayview Hunters Point Southeast San Francisco	**	-	-	-	-	-

* Local air district adoption dates. CARB Executive Officer approval pending.

** Selected in February 2023, CERP is under development.

Goal 5: Track Program Commitments and Ensure Completion of CERPs

This view provides a complementary perspective on program progress (Figure 5). The following map shows communities grouped based on their CERP approval years (Table 4):

- Seven Late Phase Communities (CERP approval year 2019-2020, yellow)
- Six Mid-Phase Communities (CERP approval year 2021-2022, gray)
- Five Early Phase Communities (CERP approval year 2024-2026, light blue)
- One Community Developing CERPs (selection year 2023, green)

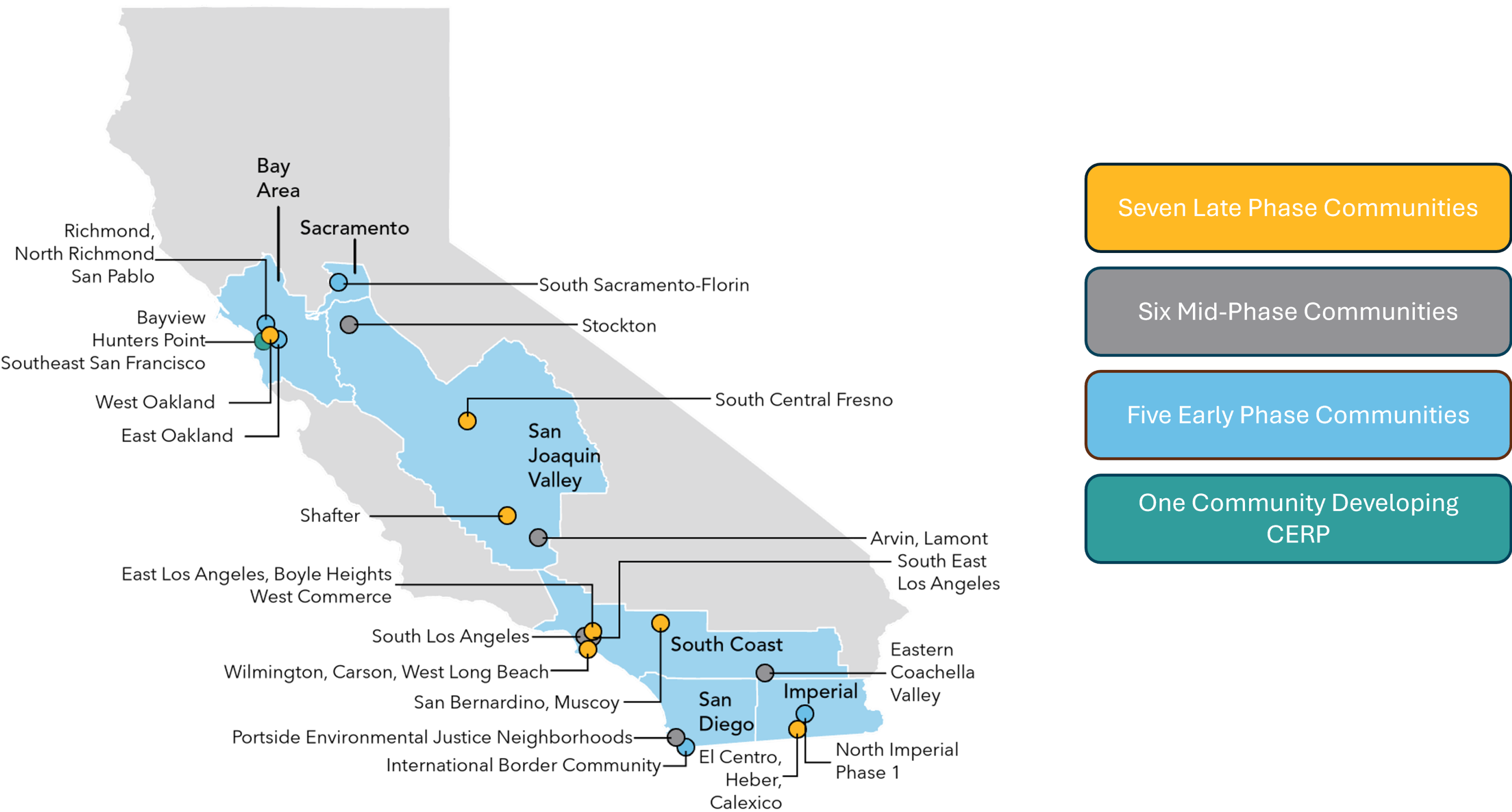


Figure 5: Map of the current 19 communities

Significant CERP Action Accomplishments

East Los Angeles, Boyle Heights, West Commerce

- The Residential Air Filtration System Program benefitted over 2,600 households by improving indoor air quality through distribution of 3,691 air filters.

Wilmington, Carson, West Long Beach

- Strengthened Rule 1148.1 to reduce emissions of VOCs and NOx from oil and gas production wells.
- Executed the Cooperative Agreement with the Ports of Long Beach and Los Angeles for zero-emission infrastructure planning and implementation.

Eastern Coachella Valley

- \$4.57 million approved to implement road paving projects for 14 properties to reduce PM10 emissions.

South Sacramento-Florin

- In May of 2026, the Sac Metro Air District approved the CERP for the South Sacramento-Florin Community.

Arvin, Lamont

- The CSC supported reallocating \$2 million from the Heavy-Duty Truck replacement measure to replace additional low-dust nut harvesters to address community concerns regarding dust and continue to reduce emission in the community.

Stockton

- CSC supported moving forward project to replace two Tier 0 locomotives and install necessary infrastructure at the Port of Stockton. This project is estimated to reduce 232 tons of emissions in the Stockton community.

Richmond, North Richmond, San Pablo

- Air District allocated \$1.3 million through the School Air Filtration Program to update air filtration at public elementary schools.

International Border Community

- From November 2024 to July 2025 5,410 indoor air purifiers were distributed to community members in the Tijuana River Valley.

Implementing Community Air Monitoring Plans

Under AB 617, air districts and CSCs have made significant progress in implementing Community Air Monitoring Plans (CAMPs), which guide monitoring objectives, methods, and actions to address local air quality concerns. These efforts have not only expanded the availability and quality of air monitoring data but also optimized resources and strengthened trust between districts and communities, laying the foundation for more effective emission reduction planning and adaptive monitoring in future years. The passage of SB 352 in 2025 reinforces this foundation by requiring regular updates to the statewide monitoring plan and progress updates to the legislature on the implementation of AB 617, beginning on March 1, 2027. CAMP monitoring related efforts focused on four major themes: expanding and sustaining air monitoring networks, mobile monitoring in support of enforcement and community response, enhancing data availability and communication, and strengthening collaboration.



Figure 6: La Colonia PM_{2.5} monitor installed in September 2025 (left) and Taft Community Center PM_{2.5} monitor deployment in March of 2025 (right).

Expanding and Sustaining Air Monitoring Networks

- South Coast AQMD expanded community air monitoring across multiple AB 617 communities by establishing new monitoring stations in the East Los Angeles, Boyle Heights, West Commerce and the San Bernardino, Muscoy communities and supplementing existing air monitoring stations in communities including the Eastern Coachella Valley. In collaboration with CSCs, South Coast AQMD also deployed community-based air quality sensor networks in the Eastern Coachella Valley and San Bernardino, Muscoy communities to measure PM_{2.5}, PM₁₀, NO₂, and O₃. In addition, South Coast AQMD conducted several Special Monitoring activities for measurements of air toxics, such as measurements of ethylene oxide at and near sterilization facilities, hexavalent chromium emission investigation in West Rancho Dominguez, hydrogen sulfide measurements as part of the Dominguez Channel odor event, and a comprehensive dust characterization study in Eastern Coachella Valley.
- Imperial County Air Pollution Control District's (ICAPCD) contractor deployed a community sensor network in the Calipatria/Westmorland/Brawley communities.
- San Joaquin Valley Air Pollution Control District (SJVAPCD) expanded PM_{2.5} monitoring by deploying high-quality monitoring equipment in the Shafter and Stockton communities and conducting detailed speciation analysis across all four Valley communities to better understand local air quality and pollutant sources.
- San Diego County Air Pollution Control District (SDAPCD) and Sacramento Metropolitan Air Quality Management District's (SMAQMD) have over five years of continuous data collection in the first-year communities of Portside Environmental Justice Communities and the South Sacramento/Florin community.



Enhancing Data Availability and Communication

- SMAQMD released a [community air monitoring report](#) that provides comprehensive details on their CAMP implementation efforts and provides main conclusions from their Phase 1 and Phase 2 monitoring activities.
- CARB, SJVAPCD, and the DPR planned and conducted [pesticide air monitoring](#) in Arvin/Lamont and will soon share the pesticide air monitoring data with the community.
- SDAPCD continues to host an [online data dashboard](#) for hydrogen sulfide (H₂S) concentrations, a persistent pollutant of concern for the International Border Communities.
- South Coast AQMD has designed, developed, and published data dashboards to provide public access to all [air monitoring data](#), including stationary measurements, mobile monitoring concentration maps, air quality sensor data, and interactive air monitoring progress report StoryMaps.

Mobile Monitoring in Support of Enforcement and Community Response

- South Coast AQMD is continuing [mobile monitoring surveys](#) in five communities using four mobile platforms each designed to measure a suite of air pollutants, to help identify pollution hot-spots and potential sources of fugitive emissions, and support compliance and enforcement activities, resulting in mitigation or Notice of Violations (NOV) or Notices to Comply (NTC) at individual facilities.
- SJVAPCD deployed an air monitoring vehicle near a community-identified visible source of emission in [Stockton](#) and [South Central Fresno](#).

Strengthening Collaboration

- CARB worked with SDAPCD to rapidly loan an H₂S analyzer and [standard](#) to support the ongoing operation of their H₂S network.
- CARB worked with South Coast AQMD in response to the Palisades and Eaton Fire wildfires with the largest deployment in program history, establishing five new monitoring sites to track particulate matter and air toxics. South Coast AQMD conducted mobile monitoring surveys, worked with CARB to deploy monitors, collected air quality data, and made the data publicly available via [data dashboard](#).
- CARB, South Coast AQMD, DPR, OEHHA, and Riverside Ag Commissioner worked together to conduct a pesticides air monitoring study in Eastern Coachella Valley in support of CERP objectives.

CARB and Community-Based Air Monitoring Projects

CARB launched multiple community air monitoring initiatives to better understand local air quality and advance environmental justice across California. These projects prioritized partnership with community-based organizations, deployment of advanced monitoring technologies, and transparent data sharing. The efforts strengthened partnerships, expanded monitoring capacity, and improved public access to air quality data — informing health risk assessments and guiding actions to reduce pollution in vulnerable communities.

Specific Community Project Highlights

- **U.S. EPA American Rescue Plan Grant.** Partnered with CBOs in La Viña and Maywood-Vernon-Bell-East Commerce to co-design monitoring projects. Activities included community training and equipment deployment for PM, pesticides, and metals monitoring. Metals and pesticide sampling by residents commenced in late 2025 and early 2026.
- **Study of Neighborhood Air near Petroleum Sources (SNAPS).** Continued monitoring near the Inglewood Oil Field through early 2025, extended due to wildfire impacts. The team shared preliminary results with residents and posted online via StoryMaps. Released the Lost Hills Final Report and engaged communities on air quality and health risk concerns.
- **Salton City Multi-Metals Monitoring.** Completed monitoring near the Salton Sea to address concerns about playa dust emissions. The team will share results with the community after completing the data review.
- **San Ysidro Border Communities.** Concluded real-time monitoring for PM_{2.5}, NO₂, and black carbon to study traffic-related and cross-border emissions.



Figure 7: March 2025 community meeting with the Madera County Agricultural Commissioner presenting in La Viña.

CAP Incentives Fund Projects that Reduce Emissions

Many community-prioritized solutions in CARB-approved CERPs use CAP Incentives to fund projects that accelerate emission reductions beyond regulatory requirements and address related community concerns. CAP Incentives also fund projects in communities outside those formally selected for CAPP ([Resolution 19-12](#)).

The Board directed that at least 70 percent of funds go to disadvantaged communities and 80 percent to low-income communities or households statewide, as defined by [AB 1550 \(Gomez, Chapter 369, Statutes of 2016\)](#). Air districts have far exceeded these targets, spending 94 percent of CAP Incentives in disadvantaged and low-income communities statewide, including 41 percent in CAPP communities. In addition, several air districts reported that paving and road dust reduction projects remain oversubscribed, demonstrating strong community demand and an ongoing need for funding in this category.

CAP Incentives Expenditure Progress

Since 2018, the Legislature has appropriated \$1.67 billion in [CAP Incentives](#), including the most recent appropriation of \$50 million in FY 2025-26. As of November 2025, air districts have expended roughly \$837 million on projects statewide ([Figure 8](#)). In keeping with the priority population targets set by the Board, air districts have expended over \$650 million or roughly 78 percent in disadvantaged communities and over \$780 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. CAP Incentives-funded projects will reduce over 24,500 tons of NO_x, 1,700 tons of ROG_s, and 1,000 tons of PM for their lifetimes through over 13,800 projects. Air districts continue to invest a significant portion of their CAP Incentives in projects within the CAPP communities. Of the \$837 million expended statewide ([Figure 8](#)), Air Districts have spent roughly \$342 million, or 41 percent, in the 19 CAPP communities ([Figure 9](#)) while the rest of the \$495 million has been allocated for other communities Statewide.

CAP Incentives deliver significant benefits to communities by funding clean air projects that reduce harmful emissions, improve public health, and prioritize investments in disadvantaged and low-income areas— ensuring cleaner air where it's needed most.

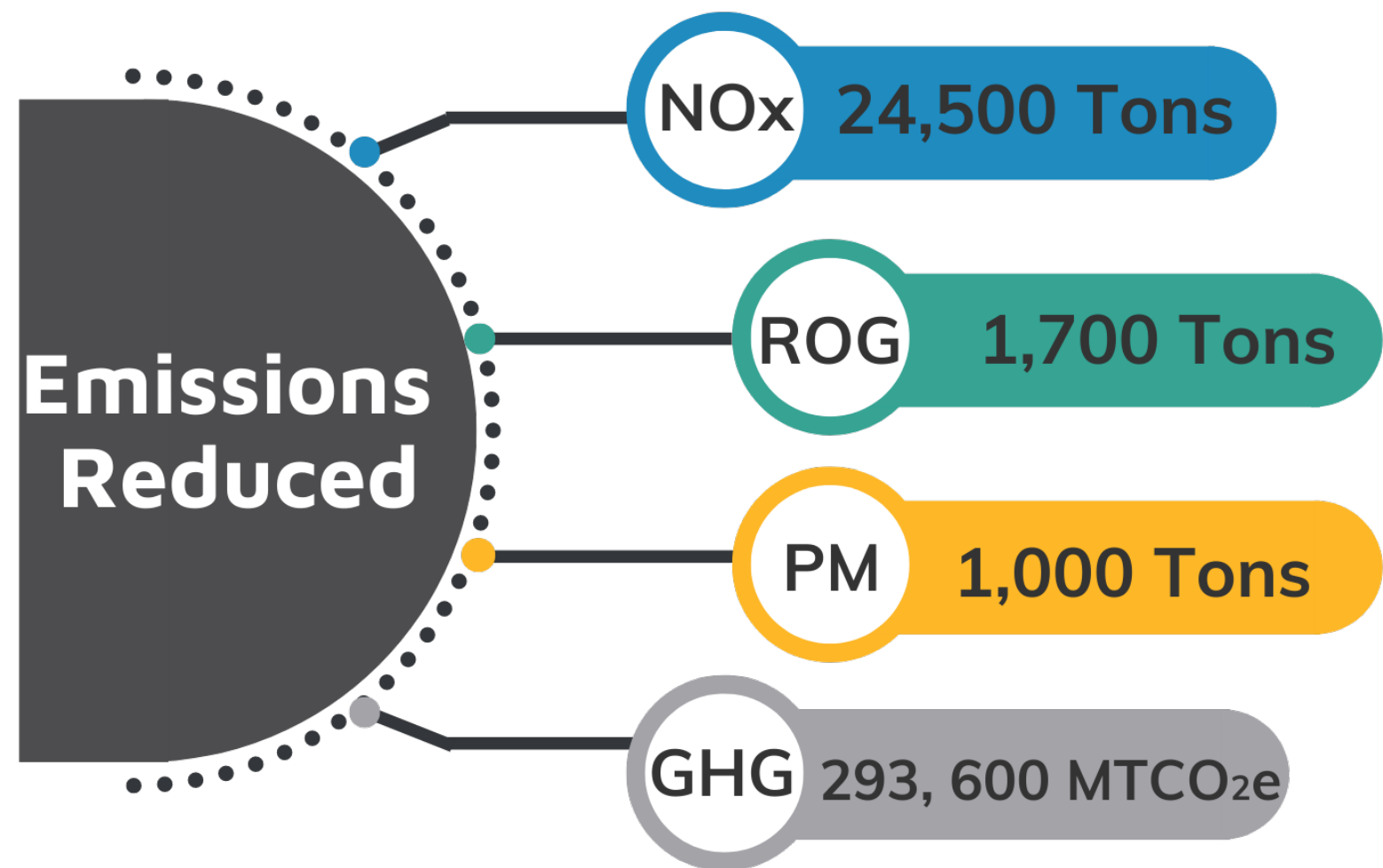
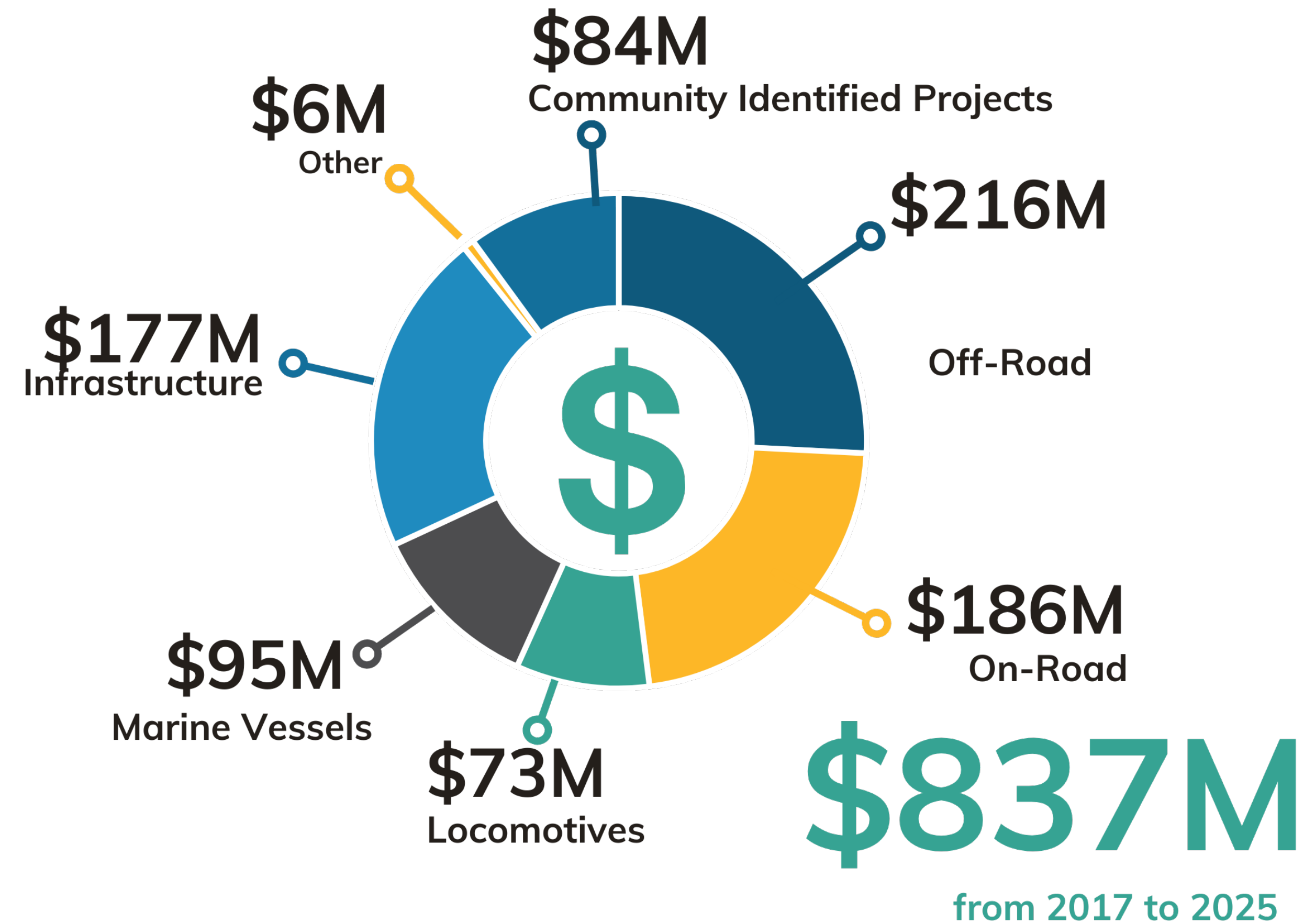


Figure 8: Expended CAP Incentives Statewide as of November 2025.

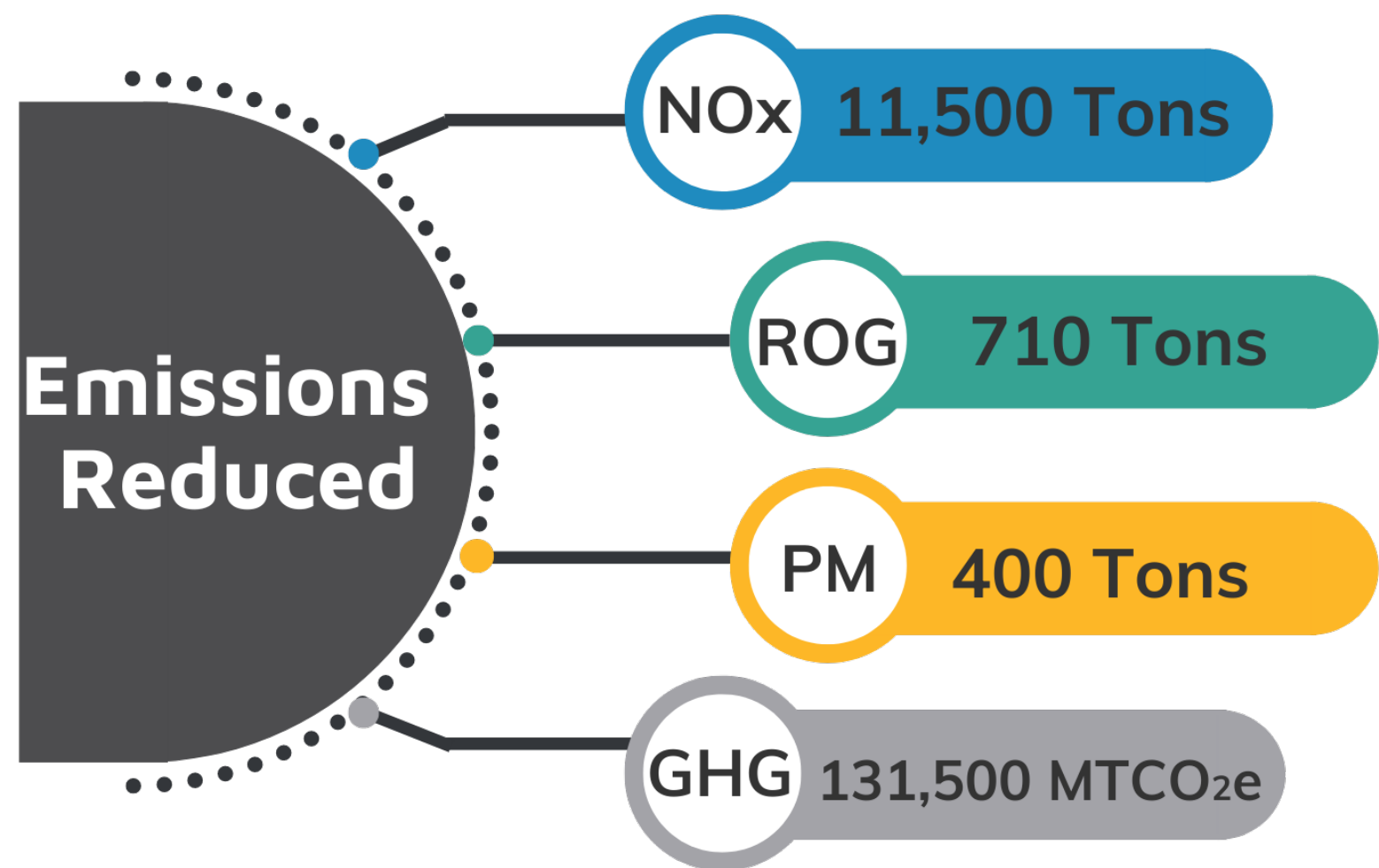
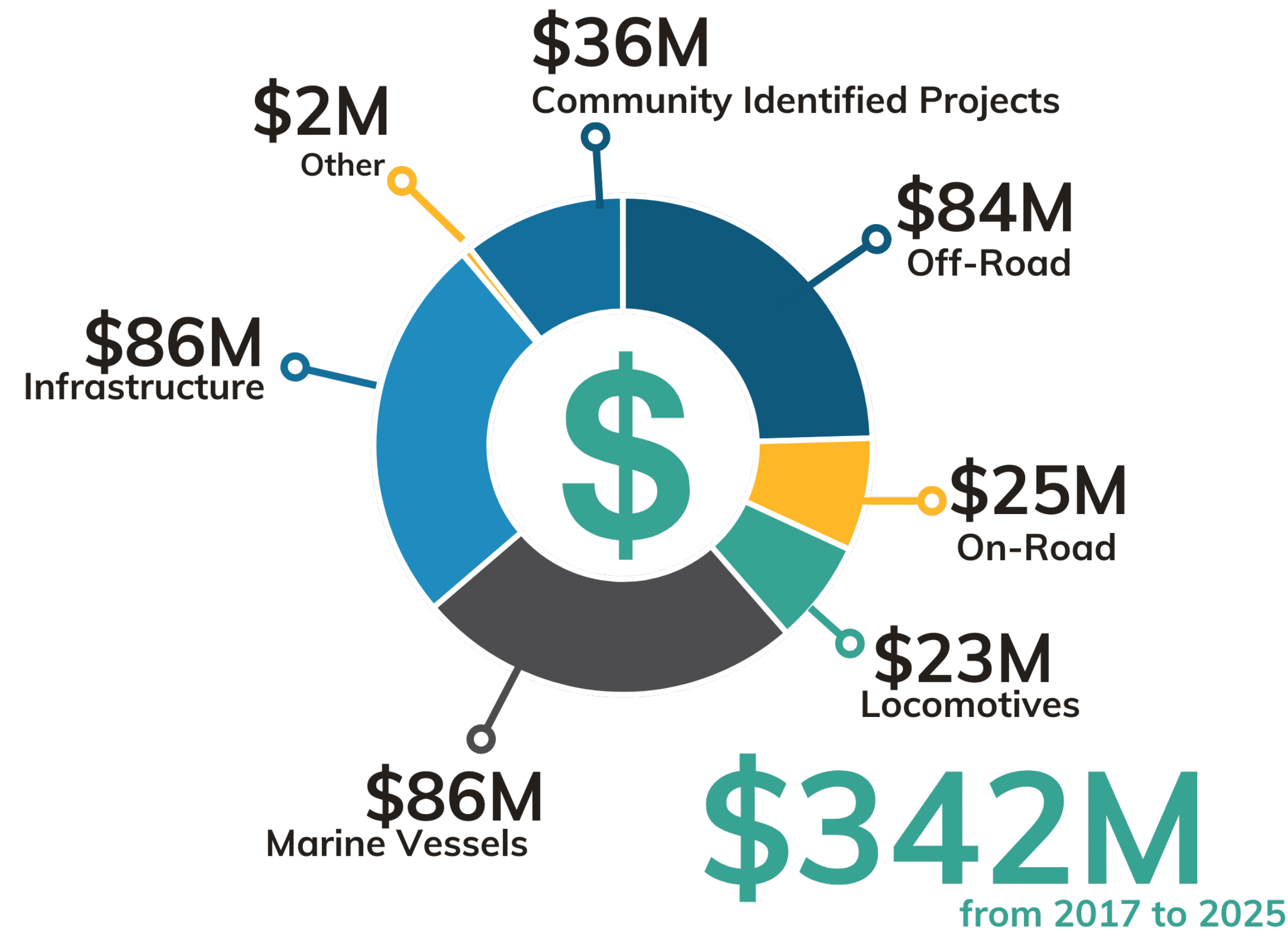


Figure 9: Expended CAP Incentives in 19 CAPP Communities as of November 2025.

Building Evaluation into the Program

CARB continues to strengthen implementation of the CAPP by embedding evaluation and continuous learning across multiple efforts. These activities—from formal academic evaluations to peer learning networks and agency community convenings—collectively assess what is working well, identify challenges, and inform program improvements. Together, they create a more coordinated, transparent, and responsive approach to evaluating AB 617 implementation statewide.

Program Evaluation of Year 1 CERP Communities

CARB continues to strengthen CAPP implementation and apply lessons from early years. In June 2024, CARB launched a comprehensive program evaluation led by researchers from UC Berkeley, USC, San Diego State, Occidental College, and UC Santa Cruz. The evaluation aims to identify successes, challenges, and opportunities to ensure equitable, measurable air quality benefits.

In May 2025, CARB convened the design team—composed of CSC members and air district representatives—to refine the evaluation workplan. The team prioritized research questions, aligned metrics with community priorities, and confirmed strategies for meaningful engagement. Their input guides the assessment of five Year 1 communities: West Oakland, Shafter, East Los Angeles–Boyle Heights–West Commerce, Portside EJ Neighborhoods, and Callexico–El Centro–Heber.

The evaluation team recommended strategies to reduce interview fatigue, avoid duplication, and coordinate data collection. The team developed a framework informed by these priorities and ongoing community feedback to produce actionable recommendations addressing barriers such as funding stability, land use, and power imbalances. The evaluation team has completed the community engagement and CSC interviews as of June 2026.

Looking ahead, CARB will continue to collaborate with the design team and research partners to ensure evaluation findings are consolidated into a report and disseminate them to stakeholders using appropriate platforms. The contract end date is June 2027. ([Action 3, page 16](#)).

Peer-to-Peer Learning Network

Action 2, Page 16 commits CARB to co-create a statewide peer-to-peer network that provides a collaborative space for participants to connect, exchange ideas, and share experiences—from lessons learned and challenges faced to recommendations that strengthen the CAPP. CARB and the Design Team (Figure 10) of current/new members will expand these efforts in coming months by creating additional spaces for collaboration and knowledge sharing.

CARB and the Design Team launched the Peer-to-Peer Learning Network on November 3, 2025. Nearly 140 community members and agency staff from across the state attended the kickoff which featured the findings of Dr. Jonathan K. London (Professor and Director, UC Davis Center for Regional Change), and Peter Nguyen from their 2025 evaluation of the CAPP. The session also included a panel discussion with Cesar Aguirre (Community Organizer, Central California EJ Network), Domingo Vigil (Deputy Director, San Diego County Air Pollution Control District), and Marisol Cantu (Community Organizer at Reimagine Richmond, Steering Committee Member at Richmond Progressive Alliance, and ESL Professor at Contra Costa College).

The presentation, panel, and breakout discussions showcased the evolution of Program implementation statewide. Conversations emphasized the importance of community power, the need for strong relationships between communities and agencies, and effective practices for CERP development and implementation. The kickoff created a collaborative learning space and introduced future topics for peer learning and engagement.

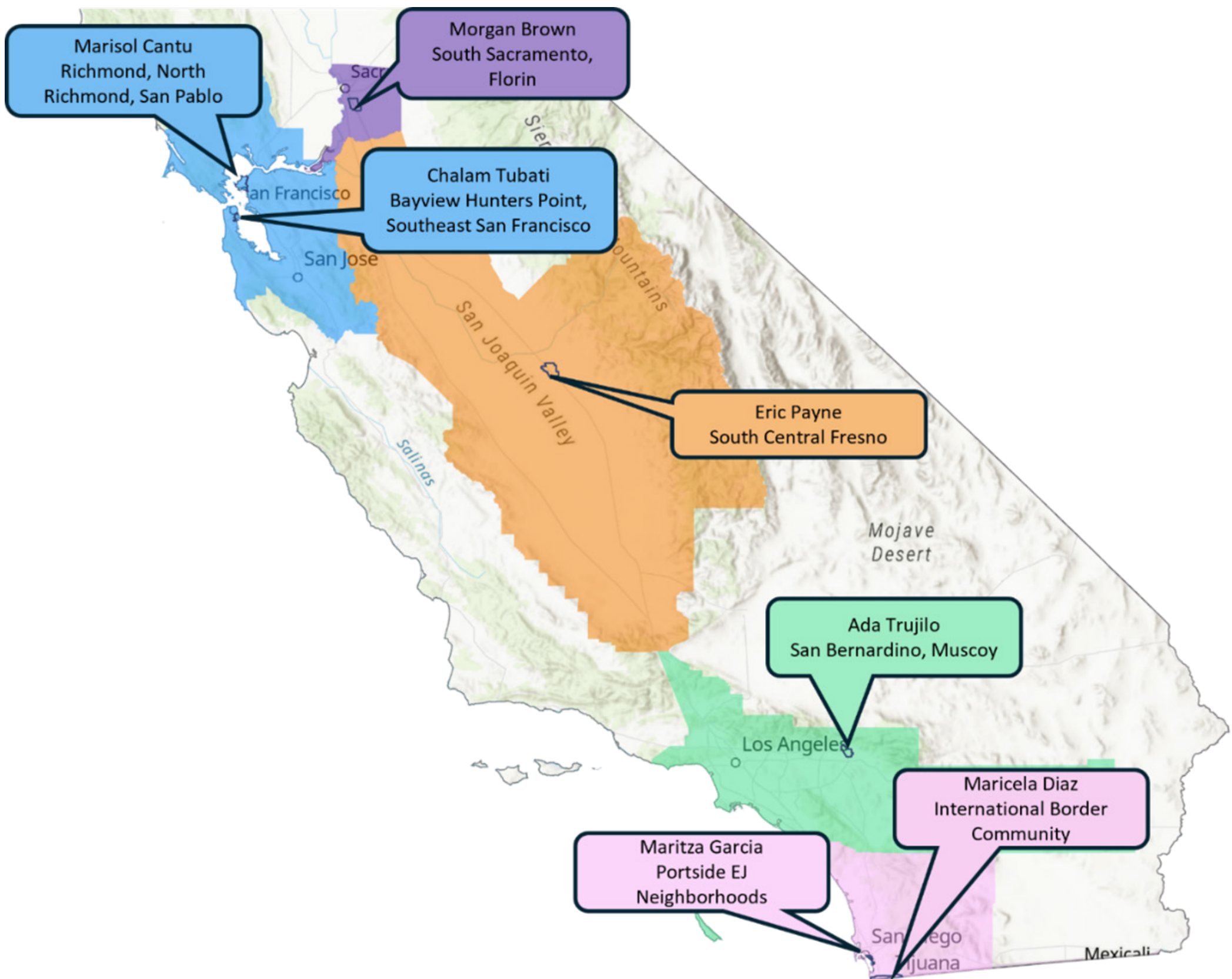


Figure 10: Peer-to-Peer Learning Network Design Team Members

Community of Practice

The AB 617 Community of Practice continues to serve as a vital forum for knowledge-sharing across agencies, fostering structured discussions on critical topics and best practices for program implementation. The Community of Practice reconvened in August 2025 for a focused dialogue on strengthening community engagement and safety under the current federal administration.

In October 2025, the group focused on improving communication and information sharing, outlined steps to develop a unified CAPP brand, and planned for 2026 and beyond. Participants emphasized the need to aggregate lessons learned from implementation and began planning the transition for communities completing their CERP commitments. By the end of 2025, eight convenings explored topics ranging from air quality modeling to planning and rule development.

Institute for Local Government Community Convenings

As part of a Cycle 4 Community Air Grant, the Institute for Local Government (ILG) organized regional convenings to support shared learning and collaboration among AB 617 communities, air districts, and local partners. These convenings were designed to create space for participants to exchange experiences, reflect on CERP implementation, and discuss strategies to strengthen coordination and support for future efforts. By bringing stakeholders together in-person, the convenings helped highlight common challenges, promote promising practices and reinforce relationships that are foundational to successful program implementation.

Two convenings were held in 2025, one in October 2025 for Northern regional communities and another in November 2025 for Southern regional communities. The distinction between Northern and Southern was for ease of access to community members so they could attend in-person. Additionally, ILG conducted multiple smaller in-person and virtual focus groups and one-on-one interviews in order capture more personalized perspectives. ILG produced reports for each convening highlighting key takeaways, successes, challenges, and needs mentioned by community members and attendees.



Figure 11: Cycle 4 Grantee Institute for Local Government Convening in Livermore, CA (October 18, 2025).

Goal 6: Focus on Consistently Nominated Communities

Goal Six recognizes that the Program is entering a transition phase in which CARB and air districts support both ongoing implementation in the 19 selected communities and expand efforts to address air quality challenges in consistently nominated communities that have not yet been selected. The ambitious vision set forth in Blueprint 2.0 calls for a dual track approach: sustaining long term commitments to existing CERP communities while designing more efficient, scalable pathways to deliver similar air quality and exposure reduction benefits statewide. In 2026, CARB continued laying the groundwork for this transition by refining tools, processes, and engagement strategies to ensure that community scale protections evolve equitably and effectively across all overburdened communities.

Statewide Mobile Monitoring Initiative (SMMI) Targets CNCs

To align with Blueprint 2.0's commitment, the initiative has expanded air monitoring to CNCs, providing additional localized data that can supplement existing monitoring and offer snapshots of air quality conditions. This information supports community and stakeholder efforts such as raising awareness, informing grant applications, identifying potential next steps, and advocating for additional resources to reduce emissions and exposure.

As part of SMMI, Aclima collaborated with over 40 community-based organizations to develop 62 Community Air Monitoring Plans across California. After two rounds of public review, CARB approved the plans, and monitoring initiated on June 30, 2025.

Monitoring efforts finished in early 2026. By its conclusion, SMMI will have reached over five million Californians, and generated billions of air quality data points.

The contract concluded on June 12, 2026, and CARB is reviewing the finalized dataset and visualization tools before they are released to the public to support informed decision-making.

The initiative employs two complementary monitoring approaches ([Figure 12](#)):

- **Broad area monitoring** uses 42 Aclima platforms to measure 10 pollutants block-by-block across 64 communities over a nine-month period.
- **Targeted area monitoring** uses three specialized mobile laboratories from Aerodyne, UC Berkeley, and UC Riverside. Each organization deployed its monitoring laboratory for approximately one week per community to collect more detailed data to support detection of certain toxic air contaminants near community identified sources of concern.

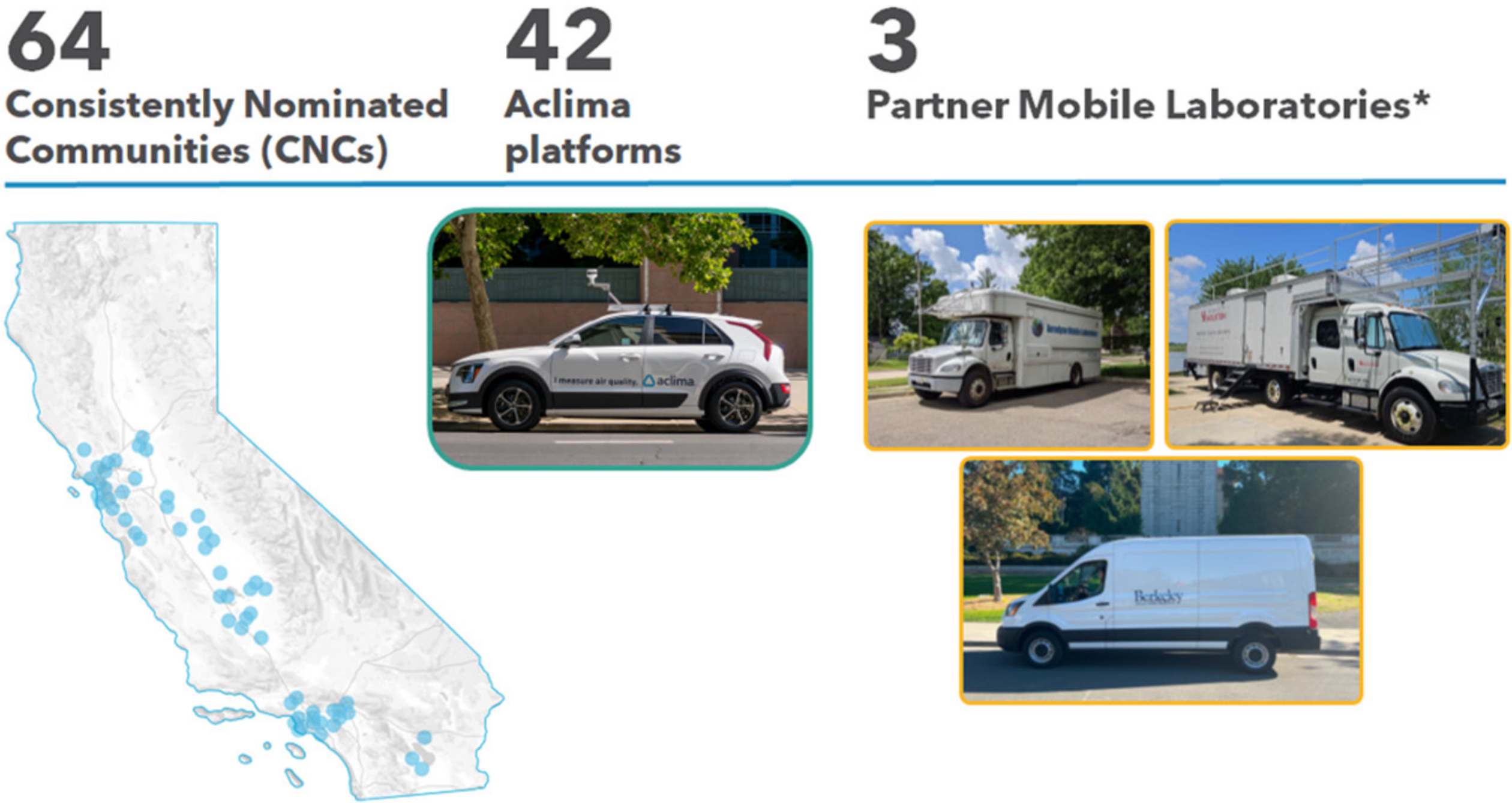


Figure 12: Aclima Broad Area Monitoring Platforms and Partner Mobile Laboratories.

Impact on Communities

By expanding air monitoring to communities with the greatest need, this initiative provides residents, local organizations, and public agencies with localized air quality information. Communities can use this data to better understand pollution patterns, support grant applications, or inform discussions about potential next steps and resource needs.

Community-Focused Enforcement

CARB Enforcement takes a community-focused approach by concentrating efforts in the most impacted areas — those disproportionately burdened by air pollution and high cumulative exposure, including CNCs. Beyond enforcement, CARB partners with community members so their priorities guide our actions, and we strive to deliver direct emissions reductions to those who need them most.

Highlights of Community-Focused Enforcement in 2025

CERP Commitments in Southeast Los Angeles

As part of CARB's CERP commitment in Southeast Los Angeles (SELA) CARB enforcement leads the Community Pollution Enforcement Workgroup (CPEW) in the SELA community to address community complaints and improve communication processes. Their collaboration led to a noteworthy achievement in 2025: the creation of an online Community Complaints Resources Guide. The guide fills a long standing need by giving community members a clear, accessible way to report environmental concerns to the appropriate agency. Community members can now search by ZIP code and environmental issue to find direct contacts at the state, regional, and local levels.

Hosted on CARB's CommunityHub2.0, the guide is designed to make reporting easier, more accessible, and more responsive to community priorities. This tool will strengthen the ability of SELA community members to advocate for cleaner, safer neighborhoods, and CPEW hopes to expand its support to other communities across California.



Figure 13: CARB and CPEW members collaborating at South Gate Park, December 2, 2025. (Clockwise from rear left: Liz Ruiz, Dr. Brenda Rojas, Gina Triviso, Rudy Morales, Dr. Crystal Reul-Chen).



Figure 14: CARB and CPEW members, South Gate Park, December 2, 2025. (Pictured L-R: Gina Triviso, Rudy Morales, Dr. Crystal Reul-Chen, Liz Ruiz, Dr. Brenda Rojas, Adrianna Hernandez).

CARB Enforcement continues to advance its other CERP commitments, including supporting the installation of free Truck and Bus regulation “No Idling” signs throughout the SELA community. This effort began in 2019 before the CERP was even finalized. Since then, momentum has grown. Public works departments posted 40 signs across the region, including 22 in South Gate, 2 in Paramount, 14 in Huntington Park, and 2 in Bell Gardens. In 2024 and 2025, CARB supplied an additional 49 signs: 24 for Maywood, 6 for Bell, and 19 for Vernon, to be placed near sensitive receptors such as schools and homes. Each sign prominently displays South Coast AQMD’s complaint hotline (1-800-CUT-SMOG or 1-800-288-7664), giving community members a direct way to report idling concerns and support cleaner air in their neighborhoods.

Although most CPEW meetings were online, members prioritized in-person gatherings when possible. They gathered for lunch during the South Coast AQMD all-CSC meeting on October 25, 2025, and ended the year with a potluck picnic at South Gate Park in December 2025. Direct, in-community engagement fosters stronger relationships and a deeper understanding of community concerns, and CARB deeply appreciates the dedication of CPEW members Jasmine Beltran, Rudy Morales, Ambar Rivera, Dr. Brenda Rojas, and Liz Ruiz.

More information on specific CARB Enforcement actions and community engagement is available at the [Enforcement Data Portal](#). (Action 7, page 17).

Supplemental Environmental Projects

CARB's Supplemental Environmental Project (SEP) Policy uses a portion of enforcement settlement penalties to fund community-based projects that improve public health, reduce pollution, increase compliance, and raise environmental awareness in neighborhoods most burdened by environmental harm.

Since 2017, 94 SEPs have received \$48.5 million in funding through the SEP Program, and since 2020, 50 SEPs in AB 617 communities have received \$27.2 million in funding through the SEP Program. In 2025 alone, 19 SEPs received \$2.3 million in funding, \$1.6 million went to 9 SEPs in AB 617 communities and \$272,315 went to 3 SEPs in CNCs. Examples of projects funded in 2025 include:

West Oakland (AB 617 Community): Black Ag Tech (BAT)/Deep Dig Farms are building the BottomsUpCommunityGarden (BUCG) to strengthen Alameda County's circular food economy. This sustainable garden will increase healthy food access, reduce travel to distant grocery stores, and expand outreach and regenerative farming education, to build community capacity for equitable health and safety outcomes.

Torrance (CNC): The Del Amo Action Committee (DAAC) is conducting a noise, air, and vibration truck traffic study by installing monitors, analyzing data, and engaging community members as well as providing youth education on air pollution impacts.

San Jose (CNC): Latinos Unidos for a New America (LUNA) is expanding East San Jose's urban tree canopy by planting 1,000 trees. LUNA will offer education, urban forestry training, volunteer opportunities, and leadership roles to strengthen community engagement and environmental stewardship.

To view the lists of available, funded and completed projects, visit the Supplemental Environmental Projects Program [webpage](#).

Community Engagement in Madera

CARB Enforcement continues deepening community partnerships and empowering residents to advocate for cleaner, healthier neighborhoods. In September 2025, the division met with the Rising Sun Center for Opportunity in Madera to strengthen collaboration and expand awareness of enforcement efforts in the region. This relationship stemmed from CARB Enforcement’s longstanding collaboration with community groups in Stockton, such as Little Manila Rising.

At the event, CARB Enforcement shared their professional journeys, highlighted community driven initiatives, and emphasized the essential role of local partnerships in achieving meaningful compliance. The team also provided practical guidance on reporting potential violations and offered a technical overview of Portable Emissions AcQuisition System (PEAQs) and ambient monitoring tools. CARB Enforcement reaffirmed its commitment to sustained engagement, working alongside community members to help ensure communities have the knowledge, access, and support needed to protect the air they breathe and their future.

Truck Inspections Focus on EJ Areas in 2025

CARB Enforcement relies on PEAQS to measure roadside emissions from trucks. More information on PEAQS can be found on CARB’s Enforcement Policy webpage under Appendix D.

In 2025, CARB conducted 21,176 inspections across Heavy-Duty vehicles and Marine and Rail operations (Table 5). Of these, 12,198 inspections (58%) took place within designated Environmental Justice (EJ) and EJ adjacent areas. This reflects a strong emphasis on equity in enforcement activities and underscores targeted efforts to address environmental impacts in communities disproportionately affected by pollution.

Table 5. Heavy-Duty, Marine, and Rail Inspections in 2025.

Description	EJ / EJ Adjacent Area Inspections	Total Inspections	Percentage in EJ / EJ Adjacent Areas
Heavy-Duty Diesel Vehicles Inspected	4,299	11,172	38%
Marine and Rail Inspections	7,899	10,004	79%
Total Inspections	12,198	21,176	58%

Goal 7: Use CAGs to Build Community Capacity and L-CERPs

The Community Air Grants (CAGs) support communities and tribes develop innovative air quality solutions to address environmental challenges in overburdened areas. Goal Seven of Blueprint 2.0 is to use Community Air Grants to support the development of Local Community Emissions Reduction Plans (L-CERPs)—one of three pathways in Blueprint 2.0 to bring resources to communities beyond those formally selected for the program. It builds on the statutory direction in AB 617 for CARB to administer CAGs to provide technical assistance and support participation in the community air protection process.

Support for Fourteen L-CERPs

A coalition of community-based organizations in Stanislaus, Madera, and Tulare counties in the San Joaquin Valley first proposed the L-CERP concept in Cycle 3 that CARB awarded in 2021.

The L-CERP grantees are a subset of CAGs. Over the past year, CARB closed out Cycle 3, awarded nine L-CERPs in Cycle 4 and five more in Cycle 5, bringing the total to 14 grantees across the state working on local CERPs.

To date, CARB has awarded \$56 million to fund 187 grants, supporting 85 nonprofits and 10 tribes in air monitoring, capacity building, and partnerships. CARB is currently supporting 92 active grants, including 64 technical monitoring projects and 28 educational projects across Cycles 4 and 5.

L-CERP grantees typically:

- Develop a charter to guide governance and decision-making.
- Engage residents through education on air monitoring and air quality data.
- Identify and prioritize air quality concerns and strategies to address them.

Technical Assistance for L-CERP Grantees



Figure 15: Clean Water Action Fund L-CERP Technical Assessment Engagement at Lost Hills (Nov.18, 2025).

Because L-CERP projects do not require the participation of an air district, CARB provides assistance through a dedicated liaison, prepares community technical assessments, provides technical support for community monitoring and offers information and engagement opportunities throughout the life of the grant.

OCAP staff liaisons, with support from other CARB divisions, work with each L-CERP grantee to develop tailored community technical assessments for each community. These assessments are based on emissions inventories, demographic data, pesticide usage, air quality and monitoring data. Community assessments, reports, presentations, and factsheets are also provided in Spanish as requested.

To date, CARB has partnered with grantees and community-based organizations in Lost Hills, Delano, Madera, and Stanislaus to develop community specific L-CERP technical assessments. When requested, CARB staff visited communities, such as Lost Hills, to present technical data, clarify findings, and engage directly with residents.

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

Goal Eight focuses on expanding access to air quality information, program data, and analytical tools so that communities, air districts, and the public can more easily track progress and engage in informed decision making. Because transparency and information sharing are central to AB 617, CARB and air districts continue to develop and refine platforms that make emissions data, community monitoring results, and enforcement activities more accessible and easier to understand. CARB advanced these commitments by enhancing its suite of public facing tools—including StoryMaps, AQView, CATA, strengthened emissions reporting systems, and the Blueprint 2.0 Goals and Actions Tracker—to support clearer communication and improve access to actionable, community scale air quality information.

Data and Information Through Story

San Joaquin Valley's 2025 AB 617 Annual Report in English and Spanish used a StoryMap approach to present their annual report. South Coast AQMD has also developed an AB 617 CERP Implementation Dashboard that shows the cumulative progress and status of CERP objectives. In 2024, CARB launched Community Air Protection Progress StoryMaps to uplift community stories, including the challenges and accomplishments, by using community voices and providing a user-friendly, interactive, and visually engaging resource.

Building on the momentum of last year's StoryMaps, CARB continues to expand the web platform housing the Community StoryMaps to increase user-friendliness, website functionality, and ease of accessing information sharing highlights for the 19 selected communities, community air grantees (including L-CERP grantees), and consistently nominated communities. CARB Enforcement Division's Data Portal highlights 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. Additional information can be found in their Showcases section featuring StoryMaps, interactive dashboards, and the Enforcement Data Visualization System (EDVS).

Community accomplishments are also showcased in several videos in 2024 and 2025 for Calexico, El Centro, Heber, Portside Environmental Justice Neighborhoods, and Stockton. In early 2026, CARB produced videos for Sacramento communities. These videos elevated community perspectives across several AB 617 communities.

AQView

Launched in 2025, [AQview 3.1](#) introduces major infrastructure upgrades to support its suite of tools. The platform now includes:

- A map displaying air quality data from over 7,000 independent sensors across California.
- Access to data from the North Imperial Phase 1 community (Westmorland, Brawley, Calipatria), incorporating 16 CAMPs and seven community monitoring networks established by Community Air Grantees across seven air districts.
- An updated Community Air Monitoring Systems Map highlighting ongoing monitoring efforts statewide, including Cycle 5 CAG monitoring networks.

AQview provides communities with easy access to air quality data for science-driven initiatives, ensuring transparency in data collection and processing. Its interactive Data Catalog offers a comprehensive summary of available datasets, and users can access detailed information through the download tool.

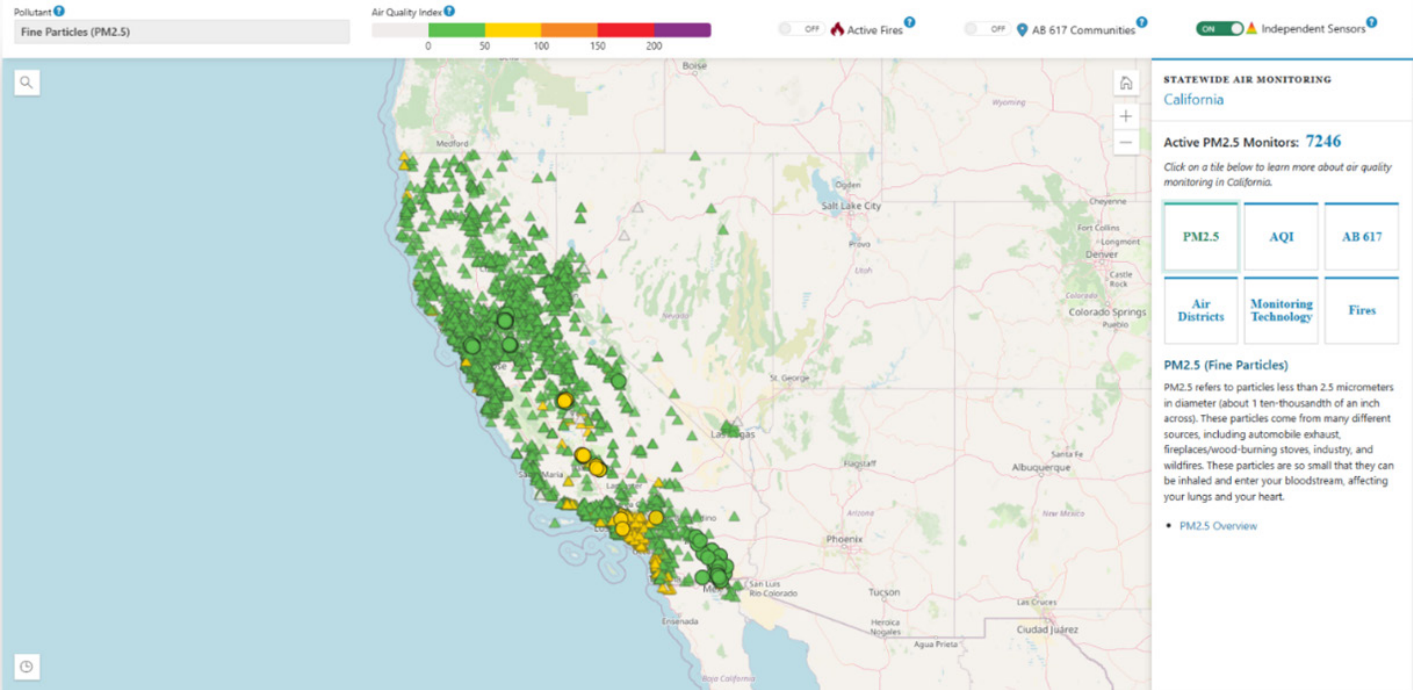


Figure 16: Screenshot of AQView online, featuring PM_{2.5} data from over 7,000 sensors across California.

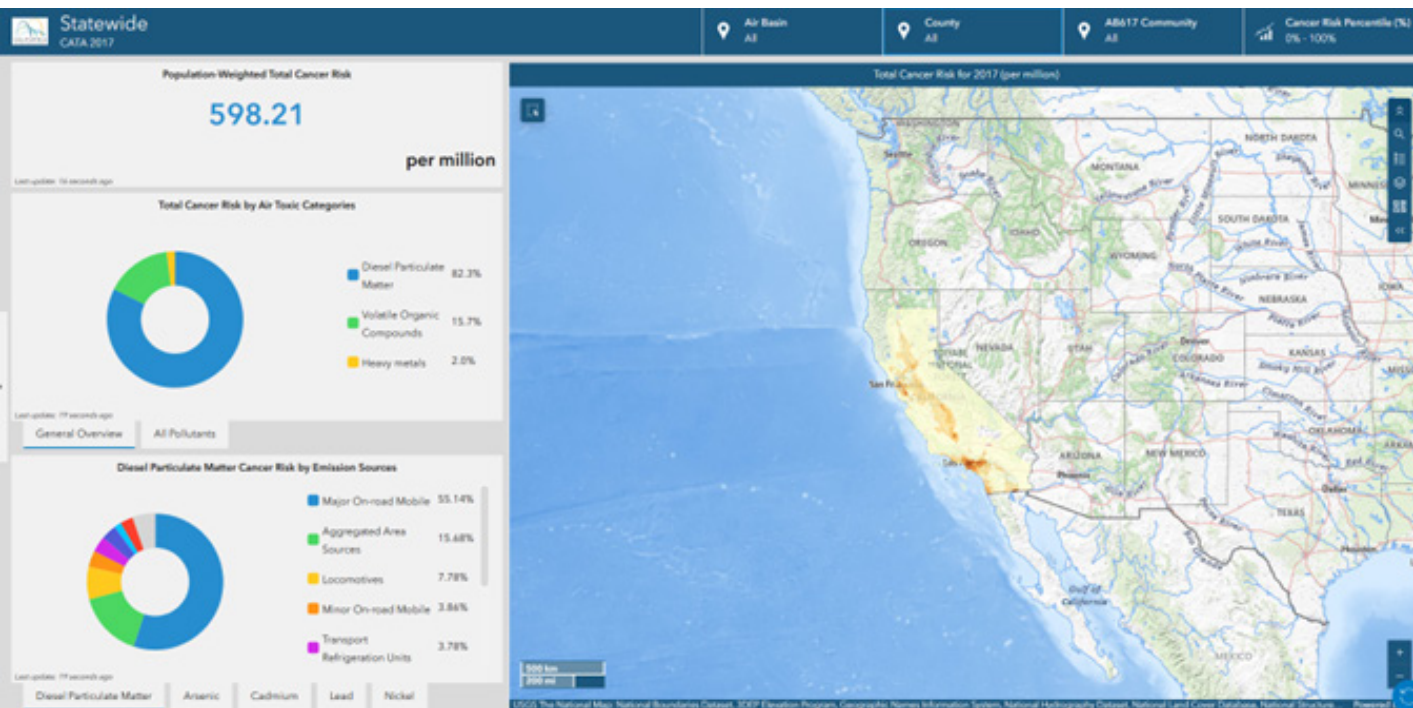


Figure 17: CATA 2017 Mapping Tool.

California Air Toxics Assessment

In December 2023, CARB launched the [California Air Toxics Assessment \(CATA\) online data portal](#).

This user-friendly platform enables communities to explore, visualize, and analyze toxic air contaminant impacts at multiple geographic levels—statewide, air basins, counties, local areas, or custom-defined regions.

The portal supports iterative assessments, enabling users to track risk trends and examine changes in toxic species and emission sources over time. It currently features interactive maps and analyses for the 2012 and 2017 assessments. CARB is developing the 2021 assessment, which features a more detailed source apportionment of health risks to provide deeper insights into pollution sources and air toxics exposure at the community, air basins and statewide levels. CARB expects to complete modeling and associated analysis in the first half of 2026 and will post results to the portal in the second half of the year.

Strengthening Data for Public Health Protection

CARB works to protect Californians from exposure to harmful air pollution as a core air quality goal. To achieve this, CARB has strengthened emissions reporting requirements and improved public access to data, ensuring communities have the information they need to understand and address local air pollution risks.

Key Actions and Progress

Strengthened Reporting Requirements

- CARB amended the Emission Inventory Criteria and Guidelines (EICG) and the Criteria Air Pollutants and Toxic Air Contaminants (CTR) regulations under AB 617 and AB 197. These updates expand reporting to more facilities and improve the accuracy and completeness of emissions data.

Enhanced Public Access

- CARB is making emissions data collected under these programs more accessible to communities, supporting transparency and informed decision-making about local air quality and health risks.

Collaboration and Support

- CARB partnered with air districts and stakeholders to provide training, update guidance documents, and standardize reporting methods. CARB established working groups to address challenges and ensure consistent implementation statewide.

Technology Upgrade

- CARB is transitioning to the Integrated Multi-Pollutant Emission Inventory (IMPEI) system, which introduces automated QA/QC processes, real-time data validation, and interactive communication features. This upgrade will streamline reporting and improve data accuracy.

CARB's efforts are building the foundation for a more robust emissions inventory that supports data-driven strategies to reduce health risks, particularly in California's most vulnerable communities. By improving data quality and transparency, CARB advances its mission to protect public health and ensure cleaner air for all Californians.

Blueprint 2.0 Goals and Actions Tracker

A key lesson CARB and air districts learned through the CAPP is the importance of transparent systems of accountability to communicate progress and acknowledge challenges. Several air districts provide near real-time updates on the implementation status of CERP actions through online progress trackers. Similarly, CARB regularly updates the [Blueprint 2.0 Goals and Actions Tracker](#), to communicate the implementation status of priority actions in Blueprint 2.0. To ensure accessibility and inclusivity, CARB released a Spanish-language version of the tracker last year, making it easier for Spanish-speaking stakeholders to stay informed and engaged. This step reflects CARB’s commitment to language equity and meaningful participation for all communities.

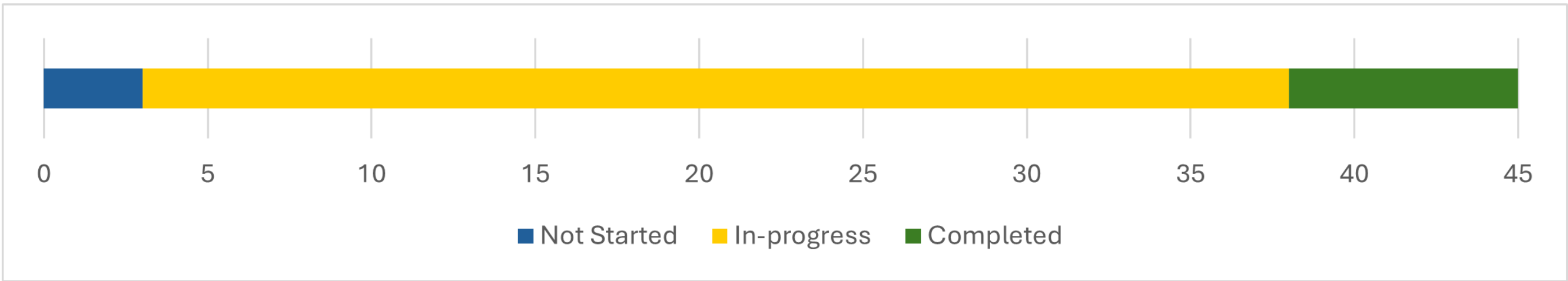


Figure 18: Blueprint 2.0 Goals Completion Status (March 2026)

Commitment to Community Air

Through sustained collaboration, targeted emission reduction efforts, and ongoing transparency in implementation, communities, air districts and CARB strengthened our collective capacity to support community-driven air quality priorities. While challenges remain, the accomplishments of this reporting period reflect meaningful steps toward cleaner air, healthier neighborhoods, and more equitable outcomes. CARB remains committed to building on this foundation in the coming year through the following actions: preparing for the 5-year update of the statewide strategy—Blueprint 3.0, due in October, 2028; and updating the statewide monitoring assessment. CARB will undertake this work through existing partnerships with air districts and be informed by deeper engagement through regional community convenings and the AB 617 Consultation Group.

CARB acknowledges and appreciates the air districts, communities, tribes, and partner agencies for their continued partnership, contributions, and support. Our collaboration remains essential to advancing the goals of AB 617 Community Air Protection Program.