PART TWO – Implementation Guidance

Part Two of the Statewide Strategy is guidance for use by air districts, community residents, representatives of community- based organizations, local and state agency staff and business and industry representatives to support continued engagement in the community air protection process. It applies to communities that have been selected into the program to date. It also applies to, at a minimum, the over 65 communities that have been consistently nominated for the program over the last five years.

The Statewide Strategy includes new pathways that preserve community direction through community-convened CSCs that may be funded through Community Air Grants (CAGs). Regardless of whether a community receives a CAG, a community focused enforcement initiative may be helpful in addressing certain air quality concerns. Finally, through a concurrent revision of the CAP Incentive Guidelines, CARB is increasing access to and flexibility of the use of incentives to support community scale air quality actions. These new pathways are based on lessons learned over the first five years of the program.

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

There are four sections in Part Two:

1. **Legal Foundation** – Includes statutory requirements of both Community Air Protection laws and non-discrimination laws that must be met under the Program by CARB and air districts. Outlines required Program elements and funding and other resources available in your community through the Community Air Protection Program. Provides recommendations on how you can involve or better engage with partners to support and implement actions to improve air quality in your community. Describes practices and resources supporting Program transparency and accountability, including accessible information and tools on Program funding, processes, technologies, and data.
2. **Transforming Community Selection** – Describes the shift in the process of community selection over the next five years due to the need to support more communities that have been consistently nominated.
3. **New Pathways for Community-Led Action** – Describes ways to help you develop and implement actions to reduce emissions and exposure in your community. Focuses on new community-driven pathways for developing actions in the *65 consistently nominated communities*.
4. **Selected Communities** – Provides guidelines and recommendations for supporting the 19 communities in the program to date, including developing, approving, implementing, and tracking Community Air Monitoring Plans (CAMPs) and Community Emission Reduction Programs (CERPs). Also provides guidance on CSC composition, governance, and practices informed by the People's Blueprint, and introduces a streamlined CERP approval process.

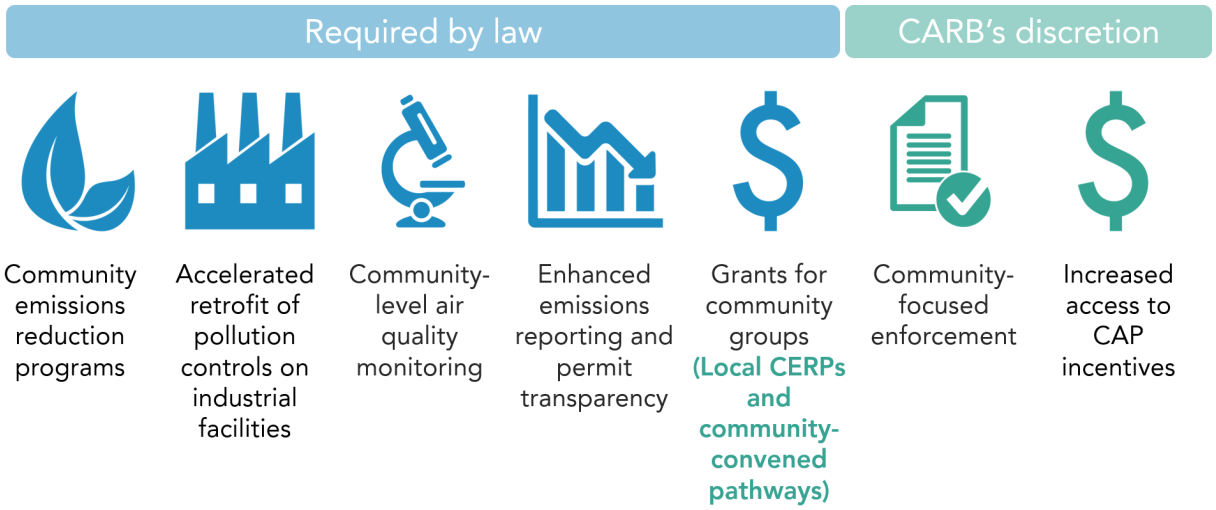
While a complete and stand-alone version of Part Two will be available online, the content below will serve as the overall framework and redesign of the OCAP community air protection website.

Legal Foundation

Program Elements

This section describes program elements (Figure 1) required by law that serve as the foundation of the Community Air Protection Program (Program).

Figure 1: Community air protection includes many elements aimed at reducing air pollution emissions and exposures, increasing penalties, and enhancing data transparency and accessibility.



Some of the main elements called for in statute include:

- *Community Emissions Reduction Programs (CERP)* represent priority community air quality concerns and actions to address those concerns.
- *Accelerated retrofit of pollution controls on industrial facilities* brings additional reductions to communities across the state.
- *Community-level air quality monitoring* provides needed information to communities and agencies.
- *Enhanced emissions reporting* allows better tracking of emissions reductions.
- *Increased penalty provisions* deter violations.
- *Grants to local community groups and tribes* provide needed funding to build capacity and participate in the Program.

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

- Focusing resources and attention on the 65-Plus communities that have been consistently nominated for the program.

- Creating other pathways for community-led processes to improve local air quality.
- Implementing community-focused enforcement actions focused on mobile sources and partnering with air districts to address stationary sources.
- Increasing flexibility in the access to and use of Community Air Protection (CAP) incentives to deliver emissions and exposure reductions in impacted communities.

Overview of CARB and Air District Regulatory Roles

CARB

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

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

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

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

Historically, state and federal laws have directed regulatory actions to address air quality pollution at the statewide and regional levels. Statewide measures may include a variety of approaches by CARB to reduce emissions such as regulations, policies, public fund incentive programs, air monitoring and inventories, and mitigation efforts. In some cases, CARB regulations may include provisions to reduce specific exposures near sensitive receptors like schools, day care facilities, or hospitals. Regional measures are largely controlled by air districts, and may include regulations, rules, guidance, and permits for *stationary sources*.

Air Districts

The *35 local air districts* are generally responsible for addressing criteria air pollutants and toxic air contaminants from industrial and commercial stationary sources and sources of residential air pollution, such as wood burning, through *permits* and *local*

rules. Air districts regulate stationary sources of air pollution through permitting and determine the focus of their programs based on local priorities. Nearly all stationary equipment that emits into the atmosphere requires an air district permit. Air districts also have the authority to adopt transportation control measures and *indirect source* review rules to help reduce criteria air pollutants and toxic air contaminants from mobile source traffic and congestion.

For criteria pollutants, air districts and CARB work together to develop state implementation plans for each region that describes how their respective stationary and mobile source rules and measures will meet or maintain the federal ambient air quality standards for each pollutant. Regions that do not meet ambient air quality status for certain pollutants are described as "in nonattainment" with the goal to reach "attainment." The stringency of air district programs varies considerably across the state based on regional ambient air quality attainment status. For decades, this regulatory system focused on statewide or regional controls.

Statutory Requirements of the Community Air Protection Program

With the adoption of AB 617 in 2017, air districts are required to take on additional responsibilities to address air quality concerns in overburdened communities. These actions include:

1. Districts that are in nonattainment for one or more air pollutants must adopt an expedited schedule for the implementation of best available retrofit control technology for certain stationary sources regulated under the Cap-and-Trade Program.
2. Districts must report into CARB's uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources.
3. Districts must require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring.
4. For communities selected for community air monitoring plans, districts must deploy a system to provide to the state board air quality data produced by the system.
5. For communities selected for community emissions reduction programs, air districts must adopt a community emissions reduction program.

Statutory requirements for CARB under the Community Air Protection Program are grouped into themes of public transparency, reducing emissions, building capacity, air quality monitoring, and enforcement, all at the community level. CARB and Air District requirements for each of these elements are described in further detail below.

Public Transparency

1) Establish a statewide strategy (Blueprint) to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high

cumulative exposure burden and include criteria for development of community emissions reduction programs, and criteria shall include specific assessments related to identifying:

a. High cumulative exposure burdens,
b. Contributing sources of categories of sources of emissions,
c. Whether a district should update and implement the risk reduction audit and emissions reduction plan for certain facilities, and
d. Existing and available measures for reducing emissions from contributing sources identified, including best available control technology, best available retrofit control technology, and best available retrofit control technology for toxic air contaminants.

2) Develop three new database systems, including:
   a. A uniform statewide system to annually report emissions of criteria pollutants and toxic air contaminants;
   b. An air monitoring portal that displays data from community air monitoring networks, and;
   c. A Technology Clearinghouse that identifies *Best Available Control Technology* (BACT) and *Best Available Retrofit Control Technology* (BARCT) for criteria air pollutants, and related technologies for the control of toxic air contaminants.

Reducing Emissions at the Community Level

3) Preparation and implementation of community emissions reduction programs for selected communities that are consistent with statute and the statewide strategy (Blueprint) and shall result in emissions reductions in the community based on monitoring or other data.

Building Capacity

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

Monitoring Air Quality at the Community Level

5) Prepare a monitoring plan in consultation with the Office of Environmental Health Hazard Assessment, environmental justice organizations, affected industries, and other interested stakeholders, that assesses sensing and monitoring technologies for toxic air contaminants and criteria air pollutants.

6) Select, in consultation with the air districts, the highest priority locations to deploy community air monitoring systems.

7) Hold an annual public hearing on the status of implementing the network of community air monitoring systems and make recommendations for improvements.

Enforcement at the Community Level

8) Authority for increased penalties for violations of CARB regulations related to stationary sources of criteria pollutants, greenhouse gas emissions, and toxic air contaminants, with annual adjustments based on the California Consumer Price Index.

9) Requirement that all CERPs must contain an Enforcement Plan.

Statewide Strategy

The law requires CARB to establish a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden and include criteria for development of community emissions reduction programs (CERPs). The Statewide Strategy envisions the implementation of the Program statewide through many CARB-wide regulatory and non-regulatory efforts in addition to requirements in statute.

Statutory language in Health and Safety Code section 44391.2, subd. (b):

"The state board shall prepare, in consultation with the Scientific Review Panel on Toxic Air Contaminants, the districts, the Office of Environmental Health Hazard Assessment, environmental justice organizations, affected industry, and other interested stakeholders, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. The state board shall update the strategy at least once every five years. In preparing the strategy, the state board shall conduct at least one public workshop in each of the northern, central, and southern parts of the state.

Enhanced Reporting of Pollutant Emissions

Statutory Language in Health and Safety Code section 39607.1:

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

Program statutes contain several new requirements to enhance data reporting and transparency across the state. CARB and the air districts are required by AB 197 to work together to establish a uniform annual emissions reporting system for the emissions of criteria air pollutants and air toxics from stationary sources. The reporting regulation became effective January 1, 2020, with amendments effective January 1, 2022. The *Criteria Pollutant and Toxics Emissions Reporting Program* (CTR) supports the mandates of AB 617, *AB 197*, and *AB 2588*, and continues California's environmental leadership by establishing innovative new policies to improve many aspects of air quality including the tracking and reporting of harmful emissions from stationary sources.

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

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

For information on the emissions reporting system, visit the *CTR website*, or contact us at *ctr-report@arb.ca.gov*.

Accessing Community-Scale Air Quality Monitoring Data

Statutory Language in Health and Safety Code section 42705.5, subd. (e):

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

CARB has developed the *Community Air Quality Viewer (AQview)*, an innovative cloud-based data management system for collecting and providing access to community air monitoring data. Aqview is a mobile-friendly real-time map, time-series graphing tool, download tool for continuous

monitoring data, and a repository for additional monitoring data and reports. For locations selected for community air monitoring plans, air districts are required to report air quality data produced by community air monitoring systems to CARB. This data is then required to be displayed by CARB online in the Air Quality Viewer (AQ View) system. Aqview also hosts data collected through air quality monitoring Community Air Grant projects.

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

For information on Aqview, visit the *Aqview website*, or contact CARB at *aqview@arb.ca.gov.*

Addressing Emissions from Mobile Sources

CARB's Current and Future Regulatory Efforts

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

Table 1: CARB's recent and upcoming regulations.

Regulation	Description	Action Timeline	Pollutant Controlled
Ocean-Going Vessels At-Berth Amendments[1]	CARB built on the successful 2007 At-Berth Regulation by expanding emissions control requirements to more vessels, including two new vessel categories: tanker and roll on-roll off (or "ro-ro") vessels, and including new ports and terminals that serve these new vessel types in the 2020 Regulation Amendments.	Adopted in 2020	PM, Nox

[1] *https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation*

Regulation	Description	Action Timeline	Pollutant Controlled
Commercial Harbor Craft Amendments[2]	The 2022 amendments for this regulation expanded applicability of the regulation to include more vessel types and require cleaner upgrades and newer technology.	Adopted March 2022	Nox, DPM, PM2.5, VOC
Cargo Handling Equipment Amendment	The existing regulation sets in-use requirements for diesel cargo handling equipment at ports and rail yards, including but not limited to: yard trucks (hostlers), rubber-tired gantry cranes, container handlers, and forklifts. Amendments would transition to zero-emissions. In this potential action, all mobile equipment at ports and rail yards, including but not limited to: diesel, gasoline, natural gas, and propane-fueled equipment, would be subject to new requirements.	Board consideration anticipated in 2028	DPM, GHG
Drayage Trucks at Seaports and Rail Yards Amendment[3]	Incorporated into the Advanced Clean Fleets regulation, this regulation's goal is to achieve a zero-emission truck and bus California fleet by 2045, where feasible.	Adopted in April 2023	Nox, PM2.5, GHG
Advanced Clean Trucks Regulation[4]	A manufacturer ZEV sales requirement (beginning in 2024) and a one-time reporting requirement for large entities and fleets.	Adopted in June 2020	Nox, PM2.5, GHG
In-Use Locomotive Regulation[5]	Establishes a statewide regulation for all owners, operators, sellers, leaser, renters, or manufacturers to move to the cleanest available locomotives.	Adopted in April 2023	DPM, PM2.5, Nox, GHG
Heavy-Duty Engine and Vehicle Omnibus Regulation[6]	Increases the stringency of Nox emissions standards and will also lengthen the useful life and emissions warranty of heavy-duty diesel engines for use in vehicles with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The more stringent Nox emission standards begin with the 2024 model year	Adopted in September 2021	Nox

[2] *https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft*
[3] *https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets*
[4] *https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks*
[5] *https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california*
[6] *https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/omnibus-regulation*

Regulation	Description	Action Timeline	Pollutant Controlled
	engines and become more stringent with 2027 and subsequent model year engines.		
Heavy-Duty Vehicle Inspection and Maintenance Regulation[7]	Dubbed the Clean Truck Check, the program combines periodic vehicle testing requirements with other emissions monitoring techniques and expanded enforcement strategies to identify vehicles in need of emissions related repairs and ensure any needed repairs are performed.	Adopted in December 2021	Nox, PM
Chrome Plating Control Measure Amendments[8]	Places restrictions on new hexavalent chromium plating facilities and requires modification of existing facilities until a phase-out of hexavalent chromium is complete.	Adopted in May 2023	Hexavalent Chromium
Composite Wood Products Control Measure Amendments	Composition Wood will be one of the ATCMs considered but may be delayed in favor of completing another non-diesel toxic ATCM. This evaluation is anticipated to take place late 2023, early 2024.	Evaluation Pending	Formaldehyde
In-Use Off-Road Diesel-Fueled Fleets Regulation Amendments[9]	The 2022 amendments for this regulation require that fleets phase out operation of their oldest and highest emitting off-road diesel vehicles, prohibits the addition of high emitting vehicles to a fleet, and requires the use of 99 percent or 100 percent renewable diesel in off-road vehicles. The 2022 amendments also enhance enforcement of the current regulation by including several additional requirements on entities that enter into contracts with fleets subject to the current regulation. In addition, the 2022 amendments introduce voluntary compliance flexibility options for fleets that adopt zero-emission technology.	Adopted in November 2022.	Nox, DPM
Zero-Emission Forklift Regulation[10]	Regulatory proposal being developed to accelerate the transition of propane and gasoline forklifts to zero-emission technology starting in 2026.	Board consideration anticipated in	Nox, PM2.5, ROG, GHG

[7] *https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program*
[8] *https://ww2.arb.ca.gov/our-work/programs/chrome-plating-atcm*
[9] *https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation*
[10] *https://ww2.arb.ca.gov/our-work/programs/zero-emission-forklifts*

Regulation	Description	Action Timeline	Pollutant Controlled
		September 2023	
Off-Road Zero-Emission Targeted Manufacturer Regulation	Regulatory proposal being developed targeted at manufacturers to accelerate the production and sale of zero-emission off-road equipment and powertrains starting in 2031.	Board consideration anticipated in 2027	Nox, PM

Addressing Emissions from Stationary Sources

Expedited Best Available Retrofit Control Technology (BARCT)

AB 617 includes requirements to ensure the installation of available emissions control technologies and equipment upgrades, so that real emissions reductions in nonattainment pollutants will be achieved from the dirtiest units located at industrial sources. BARCT is an emissions limit stringency level that is typically required through an air district rulemaking process.

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

Statutory Language in Health and Safety Code section 40920.6(c) and (d):

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

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

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

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

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

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

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

CARB maintains a *webpage that tracks air district progress on achieving the commitments made on their expedited BARCT schedules*.

Statute requires CARB to establish and maintain a statewide *Technology Clearinghouse* to ensure that the most stringent emissions control technologies are required for stationary sources.

Statutory language specifically states that the system must include information on the best technologies for reducing emissions, namely *best available control technology (BACT)*, *best available retrofit control technology (BARCT)*, and related technologies for the control of toxic air contaminants (T-BACT).

Statutory Language in Health and Safety Code section 40920.8:

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

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

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

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

For information on the Technology Clearinghouse, visit the *this website*, or contact us at *TechnologyClearinghouse@arb.ca.gov*.

Making Stationary Source Permits More Accessible

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

> Statutory Language in Health and Safety Code section 44391.5, subd. (b):
>
> *"A district with a population of 1,000,000 persons or more that issues permits to stationary sources of criteria air pollutants or toxic air contaminants shall make available on an easily identifiable location on the district's internet website all permits issued by the district for those stationary sources."*

Enhanced Penalties

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

As required by statute, CARB annually adjusts the penalties and describes the adjustments in a memo posted on its website: *California Consumer Price Index-Increased Maximum Penalties | California Air Resources Board*.

Assessment of Communities

AB 617 requires CARB to include, as part of the statewide strategy, criteria for the development of community emissions reduction programs that are based on the assessment of high cumulative exposure burdens and toxic air contaminants and criteria air pollutants. CARB is also directed to prioritize disadvantaged communities and sensitive receptor locations based on modeling information, air quality monitoring data and existing public health information.

Although not required by law, in the initial Blueprint, CARB also created a community self-nomination process. To date, over 65 communities are included on a list of consistently nominated places. See *Transforming Community Selection – Focus on 65-Plus* Places for more detail on the updates to the community selection process for the next five years.

Statutory language in Health and Safety Code section 44391.2, subd. (b):

The strategy shall include criteria for the development of community emission reduction programs. The criteria presented in the state strategy shall include, but are not limited to, all of the following:

(1) An assessment and identification of communities with high cumulative exposure burdens for toxic air contaminants and criteria air pollutants. The assessment shall prioritize disadvantaged communities and sensitive receptor locations based on one or more of the following: best available modeling information, existing air quality monitoring information, existing public health data based on consultation with the Office of Environmental Health Hazard Assessment, and the monitoring results obtained pursuant to Section 42705.5.

Community Air Monitoring Plans

Statutory Language in Health and Safety Code section 42705.5:

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

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

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

Community Emissions Reduction Programs

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

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

Statutory Language in Health and Safety Code section 44391.2:

"Within one year of the state board's selection, the district encompassing any location selected pursuant to this subdivision shall adopt, in consultation with the state board, individuals, community-based organizations, affected industry, and local governmental bodies in the affected community, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures identified pursuant to…"

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

Non-Discrimination Laws and CARB

In addition to program statutes, non-discrimination laws also apply to CARB and air districts in the operation of all programs, including the community air protection program. It is imperative that all community members and individuals have their voices heard and their concerns addressed and be treated respectfully throughout the entire AB 617 process.

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

Federal Non-Discrimination Laws

The relevant federal laws that protect this civil right include Title VI of the Civil Rights Act of 1964, as amended (Title VI); Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; Title IX of the Education Amendments of 1972; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972. Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial

assistance.[11]" The other federal laws listed above prohibit discrimination based on disability, age, and sex.[12] This document will refer to these laws as "federal non-discrimination laws."

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

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

[11] *Title VI Of The Civil Rights Act Of 1964 42 U.S.C. § 2000d Et Seq.* (2022, April 25)

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

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

State Non-Discrimination Laws

The relevant state laws that protect this civil right include, California Government Code section 11135 (Gov. Code sec. 11135).[13] Gov. Code sec. 11135 prohibits discrimination in any program or activity that is conducted, funded directly by, or receives any financial assistance from the State based on protected categories listed in state law. California state law protects a broader set of categories than federal law, and these categories include race, color, national origin, age, sex, disability, mental or physical disability, ethnic group identification, ancestry, religion, marital status, sexual orientation, gender identity, gender expression, genetic information, and military or veteran status.

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

The California Constitution also prohibits discrimination or preferential treatment based on race, sex, color, ethnicity, and national origin in public contracting and employment.[14] This prohibition is referred to as "Proposition 209," the title of the Proposition that authorized adopting this prohibition into the California Constitution. Proposition 209 does not prohibit race-consciousness, collection of data on protected categories in a manner otherwise consistent with law (for example, collecting data on race to better understand racial disparities), recordkeeping or other measures that do not discriminate or grant preferential treatment based on race, sex, color, ethnicity, and national origin.

Making a Discrimination Complaint

[13] *California Government Code sections 1135 – 1139.8*

[14] Cal. Const., Art. I, section 31.

Complaints about CARB or air districts' compliance with civil rights laws may be filed with CARB or other government agencies. To complain about compliance with federal civil rights laws, an individual may file a complaint with CARB, U.S. EPA, or U.S. Department of Justice (DOJ). To complain about compliance with state civil rights laws, an individual may file a complaint with CARB or the Civil Rights Department.

CARB's *Civil Rights Policy and Discrimination Complaint Process*[15] provides CARB's policy to prohibit discrimination and ensure full and equal access to the benefits of all programs or activities administered by CARB. CARB will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by CARB. Members of the public who believe they were unlawfully denied full and equal access to a CARB program or activity may file a civil rights complaint with the CARB Civil Rights Officer using the *Civil Rights Complaint Form* (CARB Form EO/EEO-033). This nondiscrimination policy also applies to people or entities, including contractors, subcontractors, or grantees that CARB uses to provide benefits and services to members of the public.

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

Working Together

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

[15] Civil Rights Policy and Discrimination Complaint Process: *https://ww2.arb.ca.gov/discrimination-complaints https://ww2.arb.ca.gov/sites/default/files/2023-01/2016-11-03 CARB Civil Rights Policy Revised Final.pdf*

Engaging with Partners in the Community Air Protection Program

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

This Section provides example of various forms of engagement that CARB has seen across the state in the first four years of this Program.

> AB 617 requires, "…the district encompassing any location selected pursuant to this subdivision shall adopt, **in consultation with** the state board, individuals, community-based organizations, affected industry, and local governmental bodies in the affected community, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures identified pursuant to paragraph (4) of subdivision (b)." (California Health and Safety Code § 44391.2(c)(2)).

Transparent and Inclusive Processes

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

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

- Based on equitable processes that empower people, particularly impacted residents, to be part of decision-making that affects their lives and communities;
- Increases trust between agencies, organizations, and the community;
- Increases the likelihood that projects, programs, or plans will be accepted;
- Creates more effective solutions;
- Improves a community's knowledge of the project, program, or plan; and
- Delivers a better project, program, or service with diverse ideas that promote equity and inclusion[16]

To ensure meaningful participation, diverse and inclusive communication and outreach tools should be used, removing barriers to engagement. Effective engagement, as emphasized in the *People's Blueprint*, involves using plain language, offering

[16] Source: *https://www.transportation.gov/sites/dot.gov/files/2022-10/Promising%20Practices%20for%20Meaningful%20Public%20Involvement%20in%20Transportation%20Decision-making.pdf*

translation and interpretation services when needed, clearly stating the purpose of presentations and discussions, ensuring accessibility, allowing sufficient time for community review of materials, and framing discussions appropriately. To create an inclusive process, public agencies should:

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

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

Sharing Power and Collaboration

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

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

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

Examples of effective partnerships include:

- Rural CSCs and air districts work with local agricultural commissioners and the *California Department of Pesticide Regulation* to address agricultural-related emissions and pesticide use.
- Port communities, such as West Oakland, Stockton, and San Diego, have integrated Port staff into their community steering committee structures.
- Air districts, as part of the community steering committee process, have reached out to school districts to partner on classroom indoor air filtration, zero-emission school bus programs, air quality notification systems, and idling-reduction actions.
- Community leaders have facilitated the engagement of school districts in a biomonitoring project conducted by the Office of Environmental Health Hazard Assessment.
- To address exposure concerns, many communities and air districts have opened dialogues with land use and transportation authorities in their area.
- CARB has worked with CalGEM and the California Natural Resources Agency to focus inspections on oil and gas wells in communities that have identified these concerns as a priority, in coordination with air districts.

These examples show how the Program brings together community members and public agency staff with knowledge, technical expertise, and the authority to implement solutions for cleaner air. Partnerships are valuable for collective problem-solving, particularly to address issues beyond the authority of CARB or air districts, with the goal of improving air quality at the community scale.

Working with CARB and Your Air District

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

The Role of CARB

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

CARB's role is to:

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

The Role of the Air District

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

Air districts are primary partners in the Program that:

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

The Role of Communities

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

Community members are primary partners that:

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

Building Capacity

Capacity building is "defined as the process of developing and strengthening the skills, instincts, abilities, processes, and resources that organizations and communities need to survive, adapt, and thrive…"[17] and is a vital aspect of the Program. To ensure that the Program benefits the priority populations and impacted communities across the State, CARB, air districts, and communities must collaborate to raise awareness and provide orientation to new communities and members about the different components of the Program.

Capacity Building for CARB and Air Districts

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

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

CARB staff actively pursue training to enhance their understanding of environmental justice principles, improve communication skills, and enhance public engagement and participation. They participate in training courses like "Advancing Racial Equity at CalEPA" based on curriculum from the Government Alliance on Race and Equity and "Planning for Effective Public Participation" offered by the *International Association for Public Participation*. CARB has developed a Racial Equity Vision and Framework that guides CARB's efforts to advance racial equity. CARB has committed, in response

[17] United Nations on Capacity Building. *https://www.un.org/en/academic-impact/capacity-building*

to the Governor's Executive Order on Embedding Equity[18], to apply a racial equity lens, which is a set of questions, to our work. To contact CARB staff about this work, email us at *equityarb.ca.gov*.

Capacity Building for Community Members

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

Community Air Grants

Community members have valuable knowledge about their neighborhoods and a vision for their desired community outcomes. This Program provides an opportunity to incorporate community expertise and input into the creation and execution of clean air initiatives. The Program emphasizes local, community-driven action through *Community Air Grants* that provide support for community-based organizations to build capacity to become active partners with government to identify, evaluate, and ultimately reduce air pollution and exposure to harmful emissions in their communities. CARB is responsible for administering these grants.

Table 2 provides a list of eligible activities that may be funded through CAG and for different projects that have been funded so far.

[18] Executive order N-16-22 directing state agencies and departments to take additional actions to embed equity analysis and considerations in their mission, policies and practices, September 13, 2022, accessed at https://www.gov.ca.gov/wp-content/uploads/2022/09/9.13.22-EO-N-16-22-Equity.pdf

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

CAG example activities eligible for funding include:	Community engagement and outreach related to AB 617
	Hiring consultants and/or technical experts
	Travel and logistical support for hosting and/or attending AB 617 meetings (room rental, facilitation, transportation)
	Support for community operated air monitoring
	Data collection and analysis, including community based participatory research projects
	Emission Reduction Strategy Expansion
	Support Local Community Emissions Reduction Plan (L-CERP)

Providing Resources to Support Communities

Grant programs may be available to help communities build capacity to partner with agencies to tap into this Program's resources. The *James Cary Smith Grant Program* administered by the Bay Area Air Quality Management District provides funding for community-based projects in areas highly affected by air pollution in the Bay Area. Other grant programs that could support engagement in this program include the *CalEPA Environmental Justice Small Grants Program* or the *USEPA Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program*.

Transparency and Accountability

By promoting openness and clarity, transparency ensures that relevant information is accessible to all stakeholders, fostering trust and engagement. Accountability holds responsible parties answerable for their actions and decisions, ensuring that commitments are upheld, and progress is made towards improving air quality. These principles are vital in empowering communities, building effective partnerships, and driving positive change in addressing air pollution concerns. This Section provides resources and guidance related to Program funding and promoting funding transparency, guidance on using open and transparent processes, and practices for reporting progress.

Community Air Protection Program Funding

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

(1) Implementation, (2) *Community Air Protection Incentives*, and (3) *Community Air Grants*. As directed through the Budget, funding can come from multiple sources, including the General Fund, the Greenhouse Gas Reduction Fund (GGRF), and the Air Pollution Control Fund (APCF). Each funding source has reporting requirements to ensure that the use of the funds meets legal requirements. The flow of funds for each of the three categories is slightly different and is explained below.

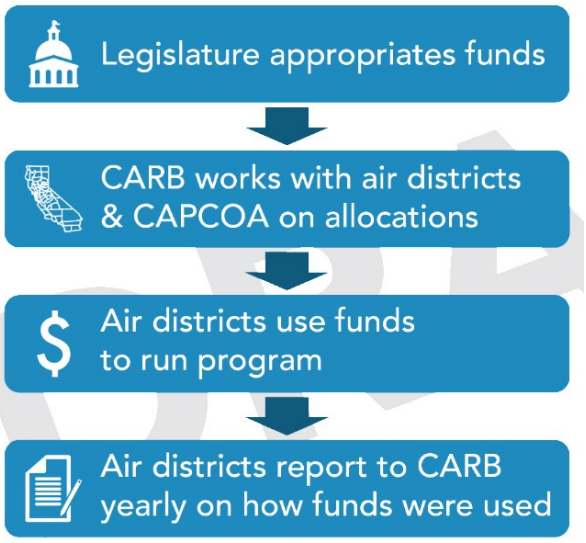
Some Air Districts also use other local or federal funds to supplement what they are provided through the Budget. For example, the Bay Area Air Quality Management District has raised fees on stationary sources to cover additional costs of the program.

Implementation Funds

Implementation funds, sometimes referred to as administrative funds, are for staffing, purchase and maintenance of monitoring equipment, leases for installing monitors, stipends and contracts to communities and program-wide needs such as facilitation and language access contracts. All districts with facilities that are subject to the requirements of expedited BARCT and expanded criteria and toxics emission reporting, receive implementation funds.

AB 617 total implementation funding amounts for both CARB and Air Districts have stayed about the same over time, despite the increasing number of communities in the Program. The funding amounts allocated to individual Air Districts are based largely on the number of CAMP and CERP communities in the district. The final amount for each Air District is negotiated by CARB and the Air Districts, in coordination with the *California Air Pollution Control Officer's Association* (CAPCOA). The flowchart below (Figure 2) summarizes the budgeting process for Program funds.

Figure 2. Flow of funds for the Community Air Protection Program.



Air District reporting requirements are detailed in their grant agreements. Grant agreements and reports can be found on CARB's *AB 617 Budget website*.

Community Air Protection Incentives

Incentives can accelerate emission reductions faster or beyond what regulations require. Community Air Protection incentives (CAP incentives) are budgeted by the Legislature to further support Community Air Protection Program efforts. The

Legislature directs CARB to allocate these resources to air districts to fund projects, in partnership with local communities, with emission and/or exposure reduction measures, including the purchase of cleaner vehicles and equipment, with priority on zero-emission projects.

CAP incentives are used to reduce emissions from mobile and stationary sources as well as other project categories that are included in the *Community Air Protection Incentives 2019 Guidelines* (CAP Guidelines). Many of the community-prioritized solutions found in adopted CERPs from the first four years of Program implementation use CAP incentives to fund those projects and actions. CAP incentive funds are also available for projects in communities outside of the CERP pathway. CARB requires that at least 80 percent of each year's funds be invested in and specifically benefit priority communities (i.e., low-income households or individuals living in low-income communities) with at least 70 percent spent in and benefiting disadvantaged communities[12]. Air districts have significantly exceeded this requirement, with, as of March 2023, 94% of CAP incentives spent in disadvantaged and low-income communities across the state, with about 40% spent in selected AB 617 communities.

For more information on how to tap into CAP incentives funds, jump ahead to the Increased Flexibility in the Use of CAP Incentive Funds Section.

Community Air Grants

The third category of funds support Community Air Grants (CAGs). The statute requires CARB to provide grants to community-based organizations and California Native American Tribes for technical assistance and to support community participation in the program (i.e., capacity building). Grants are awarded via a competitive selection process according to program guidelines and requirements. The CAG process begins with a release of a draft Request for Applications (RFA). The draft RFA is finalized after engagement with stakeholders to seek comments and feedback to inform the final RFA. Once the final RFA is released, applicants have 90 days to apply.

CAGs are normally funded by the Greenhouse Gas Reduction Fund. Funding amounts for the CAGs are established in the annual Budget like the Implementation and CAP Incentives. CAG project descriptions and application requirements can be found on CARB's Community Air Grants webpage. As of January 2023, 95 grants have been awarded to fund innovative projects across the State to 51 community based nonprofit organizations and 8 California Native American Tribes. A total of $45 million has been appropriated for CAG since the program began.

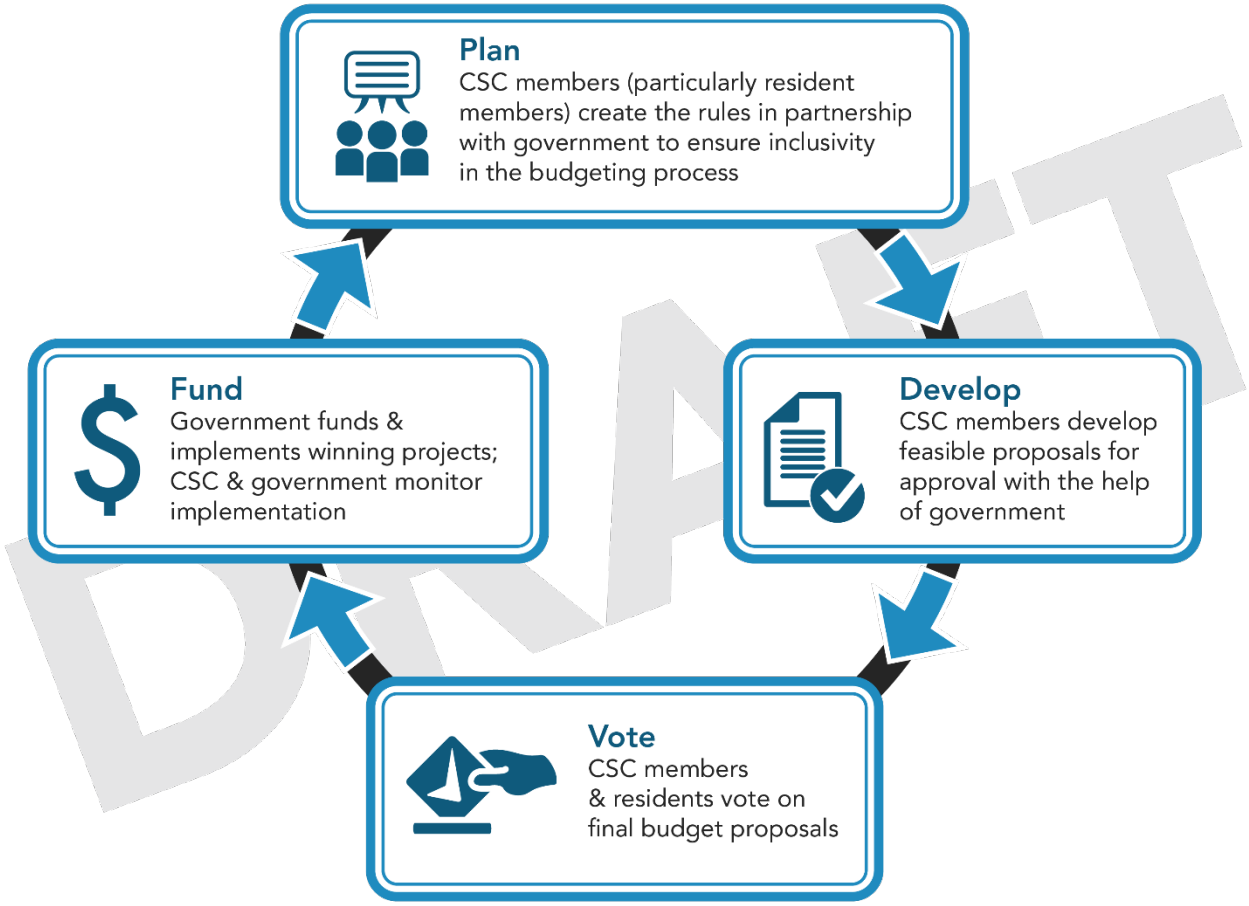
Participatory Budgeting

What is participatory budgeting? It "is a democratic process or method in which community members engage in deliberation and help decide how part of a public

budget is spent. It gives the people real power over real money"[19]. Participatory budgeting processes helps promote transparency, which can strengthen the relationship between government and its citizens. There are various sources available on the web that describe different forms of participatory budgeting, but a great place to start is the *Participatory Budgeting Project*, and the *People's Blueprint* for guidance and free tools.

Figure 3 shows a summary of what the process of participatory budgeting may look like informed by suggestions found in the *People's Blueprint*.

Figure 3: Example participatory budgeting process.



CARB supports participatory budgeting principles in the Program, within the limits of discretion allowed by the Legislature in the allocation of public funds. See the following examples of participatory budgeting used by air districts and communities during the first five years of the program.

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

Bay Area Air Quality Management District

The air district and communities collaborate to create a process where they decide on programs, budget allocation, goals, and limitations. Once approved, a community decision-making body oversees program design, eligibility criteria, and applicant requirements. Community members then select project plans for funding based on community priorities.

San Joaquin Valley Air Pollution Control District

The air district developed a budgeting tool and distributed it to community members to collect budget proposals for CERP development. Steps were taken to ensure equal access, such as providing a Spanish version of the tool. This enabled residents to identify and prioritize community needs.

South Coast Air Quality Management District

The air district organized workgroups, consultation meetings, and workshops where community members could ask questions and offer guidance. They used live polling during the development of project plans to gather input. Communities had the opportunity to influence decisions by voting on budget plans.

San Diego County Air Pollution Control District

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

CARB is committed to continue to explore and support increased use of participatory budgeting principles. For more information on how public funds are allocated to support the Program, please visit the *AB 617 Budget*[20], which hosts funding documents and resources.

Transparency Tools

The objective of Goal 7 in Part One of the Blueprint is to increase transparency and accountability by making Program information and tools available and accessible. Program statutes contain several provisions requiring air districts and CARB to make information about emissions, community air monitoring, pollution control technology, and stationary source permits more accessible to the public.

[20] *AB 617 Budget | California Air Resources Board*

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

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

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

Developing Actions to Reduce Air Pollution Emissions and Exposures

Many communities selected into the Program have already identified creative and impactful actions in existing CERPs – and those solutions can be applied in other communities through this Program. Doing so is essential if this program is to serve the many additional communities that are disproportionately impacted by poor air quality. In this section, we lift up the various actions and approaches for reducing emissions and exposures in impacted communities organized by the seven categories described in Figure 4. In addition to these actions, we encourage new approaches to accelerate and focus direct emission reductions in the 65-Plus communities that have been consistently nominated for the Program.

Figure 4: Types of actions to reduce emissions and exposure to air pollution

Actions successfully implemented in previous years of the program and in communities with similar air quality concerns and priorities are a great starting point during action development. A database of all strategies and actions from approved CERPs can be found on the "Emissions Reduction Strategies" tab of the *CommunityHub Dashboard*.

Regulatory Actions

Both air districts and CARB have the authority to pursue rule and regulatory development outside of the CERP pathway and should therefore evaluate, identify, and include proposed new or amended air district rules, if appropriate, to deliver

further reductions from sources within or directly surrounding eligible communities in the Program.

CARB Regulatory Authority

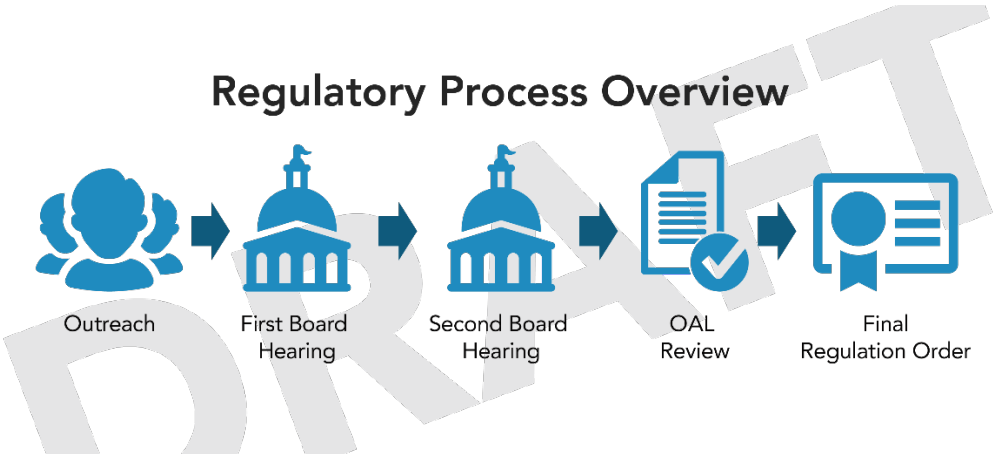
CARB is responsible for developing and enforcing air quality standards for a range of statewide pollution sources including vehicles, fuels, and consumer products. The California Legislature has provided CARB the authority to develop regulations to reduce emissions by implementing the best control strategies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

CARB's Regulatory Process

This section provides a high-level overview of CARB's regulatory process (Figure 5) in addition to ways communities can be involved in the regulatory process. The best way to look at regulatory development is to consider all the activities that take place before CARB adopts a regulation and all of the activities that take place after CARB adopts a regulation.

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

Figure 5: CARB's Regulatory Process Overview



As part of the rulemaking process, CARB is required to follow the Administrative Procedures Act and the California Environmental Quality Act when developing regulations. The requirements in these Acts ensure that CARB transparently explains the proposed regulation and its environmental impacts, the public has meaningful

opportunities to participate in the regulatory process, and that all adopted regulations meet state legal requirements. Early in the regulatory process, CARB often hosts workshops to share information on initial ideas. The majority of public engagement occurs during these workshops, where CARB staff will share information, draft proposal concepts and language, and seek input on all elements of the proposed measure. Anyone interested in the regulatory effort is encouraged to sign up for online email notification systems, which provide alerts on documents posted, meeting dates, and Board Hearings. After the outreach takes place, CARB prepares draft regulatory documents, including regulatory text and a staff report that explains the proposed regulation. All regulations are posted online for public comment for 45 days. CARB's Board generally holds a public meeting on regulations prior to approving them. CARB program staff present their proposed action to the Board and the public at a final Board meeting. After the staff presentation, the Board hears public comments, asks any questions they may have, and consider staff's proposal for approval. More information on CARB's regulatory process can be found in the *Online Resource Center*.

CARB's regulatory teams are working to expand opportunities for members of the public to meaningfully engage in the development of regulations. This may include additional workshops, expanded comment periods, formation of community advisory groups, improved translation and interpretation services, and increased data transparency whenever possible. By taking these actions, CARB can apply lessons learned during the implementation of the Community Air Protection Program and improve processes throughout the agency.

Air District Regulatory Authority

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

When it comes to land use planning and zoning, the responsibility lies with cities, counties, and local agencies. They handle siting, design, and permitting processes for new or modified facilities. Zoning codes often include design requirements aimed at mitigating exposure, such as mandatory setbacks, buffers, and barriers. Any given development project may require permits or approvals from multiple agencies. For

example, land use planners issue zoning permits, air districts are responsible for permitting allowable emissions from facilities, and transportation agencies approve projects like roadway expansions.

Air District Regulatory Process

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

The specific process an air district uses to develop regulations can differ, depending on the air district. For more information on the 35 air districts throughout the State of California, please visit: *https://ww2.arb.ca.gov/california-map-local-air-district-websites*.

Air Quality Permitting

The *Technology Clearinghouse* includes best available control technologies (BACT) and best available control technologies for toxic air contaminants (T-BACT) determinations for air districts across the State. Air districts will use the Technology Clearinghouse as a reference in developing BACT and T-BACT technology determinations for any new or modified source permitting processes within or directly surrounding the selected community. Outside of the CERP pathway, community members can be involved in the permitting process by providing public comments to air districts on proposed permitting actions or through the California Environmental Quality Act (CEQA) process. Add-on controls or process changes can be investigated outside of the CERP pathway and would have to go through the permitting process prior to implementing changes to ensure their effectiveness and enforceability. CARB and the air districts have worked together to provide enhanced transparency on stationary source regulatory requirements with the development of a webpage that intends to answer *community questions on stationary source permitting*.

Assembly Bill 1749 (approved in September 2022) amended AB 617 to include a new requirement that any air district with a population of 1,000,000 persons or more that issues permits to stationary sources of criteria air pollutants or toxic air contaminants make available (in an easily identifiable location on the air district's internet website) all permits issued by the air district for those stationary sources. These online permit databases can be a valuable resource during development of monitoring or emissions reduction actions.

In addition to CARB and air districts, many federal, state, and local government agencies have some level of involvement in the air quality permitting process in

California, either directly or during the California Environmental Quality Act (CEQA) process, including, but not limited to: city or county land use agencies, California Energy Commission, California Department of Toxic Substances Control, State Lands Commission, State and Regional Water Quality Boards, and the California Coastal Commission.

Facility-Specific Risk Reduction

AB 617 requires an assessment of which facilities' risk reduction audits and emission reduction plans should be reviewed and updated by the air district and authorizes air districts to reopen[21] existing plans to strengthen them as appropriate.[22] In the technical assessment, air districts will have identified the major sources contributing to health risk in the community. A facility risk reduction audit can only be conducted by an air district.

An air district developed community emissions reduction program must list the facilities within and directly surrounding the selected community that are required to report toxic air contaminant emissions and identify whether the air district has designated the facility as high, intermediate, or low risk pursuant to AB 2588 (Air Toxics "Hot Spots" Information and Assessment Act).[23] The air district also needs to identify which of these facilities have existing risk reduction audits and emission reduction plans and select facilities for plan review. The community emissions reduction program should explain how facilities were selected for review.

Facility risk reduction audits and facility risk reduction plans can be developed and implemented outside of the CERP pathway (such as *BAAQMD Rule 11-18 Reduction of Risk from Air Toxic Emissions at Existing Facilities*) and can be advocated for independently from a CERP for sources with known community concern.

Facility risk reduction can also include more targeted risk reduction efforts on a source-specific scale such as applying new control technologies to a specific source or to change processes/operation to reduce emissions or exposures.

CSC members may raise the need for a facility risk reduction audit or facility-specific risk reduction action in their CERP. Community members who are working on a Local

[21] Air districts may also require updates and resubmissions of emission reduction plans for reasons outside of AB 617, consistent with existing authorities (e.g., California Health and Safety Code § 44391(i)).

[22] California Health and Safety Code § 44391.2(b)(3). An assessment of whether an air district should update and implement the risk reduction audit and emissions reduction plan developed pursuant to Health and Safety Code § 44391 for any facility to achieve emissions reductions commensurate with its relative contribution, if the facility's emissions either cause or significantly contribute to a material impact on a sensitive receptor location or a disadvantaged community, based on any data available for assessment pursuant to paragraph (1) of subdivision (b) or any other relevant data.

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

CERP through a Community Air Grant with air district partners may also include the use of a facility risk reduction audit or action in their local plan as a request to be made of the air district. Air districts and community may also engage through a targeted partnership or working group to identify potential facility risk reduction opportunities.

Enforcement Actions

A CERP Enforcement Plan should identify any noncompliance issues within or directly surrounding the selected community and include near-term enforcement actions. Enforcement of rules and regulations is the responsibility of CARB and air district staff and it is critical to ensuring that CARB and air district policies achieve the anticipated benefits. Investigation of compliance rates and noncompliance issues can be taken on by CARB or air district enforcement staff outside of the CERP pathway. Targeted enforcement of existing rules and regulations can be implemented within communities without requiring new regulatory processes, presenting an opportunity to rapidly address community concerns and deliver emissions reductions outside of the formal selection process. Also see the section on Community Focused Enforcement within the New Pathways chapter.

Supplemental Environmental Projects (SEP)

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

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

- Reducing emissions,
- Reducing exposure to air pollution, or
- Preventing future air quality violations.

CARB Enforcement staff provide support to develop project ideas with communities to submit for consideration under the SEP program. Since September 2021, a total of $7.7 million have been allocated to the SEP program through 18 settlements, out of which $4.3 million were directed to fund nine community projects located in the following communities: South Central Fresno, West Oakland, Eastern Coachella Valley, East Oakland, East Los Angeles, Boyle Heights, West Commerce, and South Sacramento-Florin.

Land Use and Transportation Actions

For major projects that would impact communities, CARB and air districts should coordinate wherever possible to follow-up on comment letters and the environmental

review process. CARB recommends that the air districts refer to the online Resource Center to identify and include any appropriate additional engagement mechanisms that can be used to support the identified actions. CARB will also engage with State and local government agencies to support the identified land use and transportation actions as appropriate.

Partnering with Local and Transportation Agencies

A key partnership opportunity for the Program includes cities, counties, and transportation agencies. Program experience has shown that these agencies are most often required partners to accomplish the emission and exposure reduction goals of the community. Although there are situations where CARB or the air district may provide input or coordinate on projects, neither CARB nor air districts have direct authority over the functions that these land-use and transportation agencies perform.

Areas where cities and counties have jurisdiction include:

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

Areas where transportation agencies have jurisdiction include:

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

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

address community concerns related to proximity, which is an important factor in air pollutant exposure.

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

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

- Partnership opportunities arise during planning processes such as general, specific, and area plan development; regulation, policy, and action development; and when agencies consider new, modified, or expanded projects.
- Land-use and transportation agencies can participate in the Program and help develop practical and preferred outcomes by attending or becoming members of steering committees.
- Monitoring data, *CalEnviroScreen*, and other data sets and tools can help land-use agencies understand the environmental burdens and inform agency decisions and recommendations.
- CARB and air districts can help land use and transportation agencies identify mitigation actions, funding opportunities, and alternative solutions.
- For major projects that would impact communities' air quality that are being considered by local governments for approval, the State of California General Plan Guidelines: 2017 Update[24] makes it clear that planners have an obligation to consider air quality and environmental justice in their land use decisions. There are opportunities to coordinate to reduce impacts, including:
    - CARB and air districts should coordinate wherever possible on comment letters to those agencies regarding the environmental review process.
    - Communities and local governments can engage in collaborative partnerships formalized with agreements or memoranda of understanding that can help solidify roles and responsibilities.
- SB 1000 requires environmental justice to be addressed in local general plans; CARB can help local planners consider the priorities established by CSCs through local emission reductions plans.

[24] Governor's Office of Planning and Research, State of California General Plan Guidelines: 2017 Update, July, 31, 2017, available at: http://www.opr.ca.gov/planning/general-plan/.

Health and Exposure Mitigation Actions

Health protective exposure mitigation measures and practices, like indoor air filtration and urban greening, can help reduce exposure particularly in areas of close proximity to emissions sources.

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

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

Pesticides

Pesticides are a major concern in many rural communities, and some pesticides are also considered toxic air contaminants. necessitating their mitigation alongside other pollution sources. The mission of the Department of Pesticide Regulation (DPR) is to protect human health and the environment by regulating pesticide sales and use, and by fostering reduced-risk pest management. CARB, air districts and DPR have worked together to address pesticide-related concerns included in CERPs. One CSC's goal to establish a voluntary pesticide notification system, while ultimately not achieved, did result in a statewide regulation led by DPR that will benefit more communities across the state. CARB and DPR also continue to collaborate on pesticide monitoring activities as prioritized by some CSCs to better understand the impacts from pesticides on air quality.

Transforming Community Selection – Focus on 65-Plus Places

Statute requires CARB to annually consider the selection of communities for the preparation of a CERP and/or CAMP and to base that selection on an assessment of the cumulative air pollution exposure burdens in impacted communities[25]. This assessment established that hundreds of communities are disproportionately affected by air pollution and need additional support to develop actions and strategies to reduce air pollution burdens. Over the past five years, community members, environmental justice organizations, and local air districts have consistently recommended dozens of communities for exposure and emission reduction efforts resulting in a list of at least 65 places that have been consistently nominated. CARB is developing a mapping tool to bring attention to these places, including from other local, State, or Federal programs that can use the list to prioritize these impacted communities for resources and support. As outlined in Part One this Blueprint, prioritizing action in these 65 consistently nominated places is a major goal for CARB in this next phase of the Program.

To date, every community selected by CARB was nominated and supported by local air districts[26] and received strong support from community-based organizations. Communities are recommended for selection based on several factors. Those include exposure to air pollution, prioritizing sensitive populations, and vulnerability measures, such as poverty and unemployment.

Implementation funding for air districts is also one of the most critical factors that impact the number of communities that can be selected under the Program. CARB and air districts consider funding as they anticipate communities[27,28] that will likely be nominated in the future. Once a community is selected, the air districts convene a community steering committee, and are responsible for developing and implementing a CAMP and/or CERP. This generally requires a multi-year commitment by the district for each community, which could potentially be up to 12 years in some instances.

The 19 communities selected into the program to date were always intended to serve as model communities to inform a suite of actions that could be applied in other impacted communities across the State. CARB anticipates that over the next few years of the program, few if any additional communities will be selected due to the following factors:

[25] Table of Metrics - gUpdate November 2021. *https://ww2.arb.ca.gov/resources/documents/table-metrics-update-november-2021*
[26] Community Air Protection Program Recommendation Process. *https://ww2.arb.ca.gov/capp-selection*
[27] Cleaning the Air in the Most Impacted Communities. *http://www.aqmd.gov/docs/default-source/ab-617-ab-134/year-2/community-identification-prioritization/presentation-aug29-2019.pdf?sfvrsn=8*
[28] Assembly Bill 617 Community Outreach Webinar. *https://community.valleyair.org/media/3064/ab-617-future-community-final_eng.pdf*

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

Priority List of the 65-Plus Places

In lieu of continued annual assessment and selection, over the next five years, CARB will:

- Focus our engagement on stakeholders and potential community partners in the 65-Plus places to identify how to help move communities forward using one or more new pathways, described in the following section, in partnership with air districts.
- Annually update the Priority List of 65-Plus Places in response to community self-nominations.
- Seek to partner with other local, state and federal agencies to bring attention and resources to the communities included on the list of 65 places.
- Encourage air districts to focus any resources not dedicated to the 19 CSCs currently in the program to communities on the list, particularly as CERPs from the early years of selection are completed and more air district capacity becomes available. These activities are legitimate uses of implementation funding and may include, but are not limited to, the following:
    - Air districts may seek federal funding to address community scale air quality concerns in partnership with previously nominated communities and may invite CARB and/or other relevant state and local agencies to partner on such efforts.
    - Air districts are strongly encouraged to participate in funded Local-CERP (described in the next section) projects, which are community-convened processes supported by CAG funding.
    - Air districts may partner with CARB in community-focused mobile source enforcement approaches and are encouraged to use similar approaches to address concerns with stationary sources.
    - Air districts can establish processes to respond to requests for incentives projects in their communities as a result of increased flexibility in the use of program incentives.

How the 65-Plus List of Places was Developed

The word "community" can mean different things to different people. Social scientists have been working to establish a common definition of "community" for use in the public health field. When members of diverse communities across the United States

are interviewed, some common themes emerge when they describe the characteristics of their community. This common vision describes a "community" as a group of people with diverse characteristics who are connected by social ties, share common perspectives, and engage in joint action in the same location or setting[29].

Building on this definition, a community in this Program could be defined as a group of people with diverse characteristics linked not only by their social ties and shared perspectives, but their mutual demand for clean air and desire to create local solutions to local air pollution problems. In this Program, CARB or local air districts do not define the characteristics or boundaries of a community. Most community self-nominations and air district nominations for future selections lack a *preliminary draft* boundary definition at the time of their submission. However, approximating the location of these communities becomes essential so that other programs and potential partners can more easily identify and isolate a geographic area as a starting point to direct resources and support local communities.

As a part of developing the Consistently Nominated Communities list, CARB staff]developed a methodology to define an approximate geographic area as a starting point. While CARB staff intends to provide the most representative information, we note there are limitations to using area definitions for the Consistently Nominated Communities. These include:

- These areas do NOT represent CARB's definition of an official community boundary nor CARB's expectation of what a boundary should look like.
- These areas are listed only for informational purposes to provide a starting point for engagement.
- It is anticipated that other programs beyond AB 617 that want to engage with communities and local air districts will use these definitions as a starting point for discussion but will, over time, refine their understanding of the expanse of a community area.

The Consistently Nominated Communities *list*[5] builds from the air district, community-based organizations, and community nominations since 2018, the first year of the Program. In July 2022, for the fifth year of the Program, CARB staff provided the air districts with a copy of the current list of district priority and nominated communities for confirmation or adjustments. South Coast, San Diego, and Sacramento did not have any changes. After removing duplication and communities selected by the CARB Board, the list is over 65 locations.

As part of the process outlined in the 2018 Program Blueprint, Appendix B, community self-nominations that come to CARB directly from the public are shared with the applicable air district. CARB directs air districts to consider these nominations, along with those communities identified through their analysis, for submittal. CARB

[29] MacQueen, Kathleen M., et al. "What is community? An evidence-based definition for participatory public health." *American journal of public health* 91.12 (2001): 1929-1938.

also requested air district include communities they would recommend for future years as priority communities. CARB requests air districts to re-evaluate these priorities annually with any new data and public input before submitting their recommendations.

The section below summarizes the history of the nomination process within each district and includes a table listing the communities within that district. This information is provided for informational purposes and is also available online and through a mapping tool that CARB is developing.

Bay Area Air Quality Management District

In addition to the BAAQMD's initial year submittal, fact sheets and presentations were used to support air district priorities. In July 2022, the district provided an updated list of communities with more refined areas. This refinement, along with the air district's submittal to CARB, was used to identify consistently nominated communities.

Table 4: Bay Area AQMD Consistently Nominated List

Community	County	Consistently Nominated By		
		District	CBO	Community
East Contra Costa County (includes Pittsburg Bay Point)	Contra Costa	X		
East Palo Alto	San Mateo	X		
Eastern San Francisco Communities	Contra Costa	X		
Fairfield	Solano	X		
Gilroy	Santa Clara	X		
Greater Oakland	Alameda	X		
Hayward (parts)	Alameda	X		
Morgan Hill	Santa Clara	X		
North Central San Mateo	San Mateo	X		
Redwood City	San Mateo	X		
Rodeo to parts of Crockett	Contra Costa	X		X
San Francisco	San Mateo	X		
San Jose	Santa Clara	X		
San Leandro	Alameda	X		
San Rafael	Marin	X		
Santa Rosa	Sonoma	X		
South San Francisco	San Mateo	X		
Treasure Island		X		
Tri-Valley	Alameda, Contra Costa	X		
Vallejo	Solano	X		
West Berkeley	Alameda	X		

Imperial Air Pollution Control District

The Imperial APCD, in partnership with Comite Civico del Valle (CCV), nominated the entire North End of Imperial air district in 2019, 2020, and 2021. In 2022, based on prior discussions with CARB staff, Imperial APCD and CCV modified their nomination to include three communities in the county's northern portion, Westmorland, Brawley, and Calipatria, known as the North Imperial Phase 1 Community. The North Imperial Phase 1 Community was selected in February 2023. Before the Year 5 process, the communities around the Salton Sea were referred to as the Salton Sea Communities. At the request of the community representatives of Salton City, CARB now lists Salton City as a community and the remaining area as the Northern Imperial Corridor.

Table 5: Imperial APCD Consistently Nominated List

Community	County	Consistently Nominated By		
		District	CBO	Community
Northern Imperial County Corridor- unincorporated communities of Niland, Desert Shores, Salton Sea Beach, Salton Sea, Bombay Beach, Seeley	Imperial	X	X	
Salton City	Imperial	X	X	X

Sacramento Metropolitan Air Quality Management District

The district's priorities for an additional monitoring community have remained consistent over the last three years. The air district recommends air monitoring in one of the communities of either North Sacramento, Oak Park/ Fruitridge, or Meadowview.

Table 6: Sacramento Metropolitan AQMD Consistently Nominated List

Community	County	Consistently Nominated By		
		District	CBO	Community
Florin (Community C)	Sacramento			X
Meadowview (Community G)	Sacramento	X	X	X
North Sacramento	Sacramento	X	X	X
Del Paso Heights, Norwood/Old North Sacramento (Community B in District analysis)	Sacramento			X
Oak Park, Fruitridge	Sacramento	X	X	X
South Natomas (Community A in District analysis)	Sacramento	X		

San Joaquin Valley Air Pollution Control District

In the San Joaquin Valley, the assessment from the District's AB 617 Environmental Justice Steering Committee's evaluation was used along with District submittals to identify communities. The District clarified its intent in the previous analysis, and even

though communities were used in their analysis, that it was not recommending the communities for formal selection.

Table 7: San Joaquin Valley APCD Consistently Nominated List

Community	County	Consistently Nominated By		
		District	CBO	Community
"The West Side" (Huron, Avenal, and Coalinga)	Fresno		X	X
Delano	Kern		X	X
Fairmead	Madera County		X	X
Kettleman City	Kings County		X	X
La Viña	Madera County	X	X	
Lanare	Fresno		X	X
Le Grand	Merced		X	X
Lindsay	Tulare		X	X
Lost Hills	Kern		X	X
North Bakersfield	Kern	X	X	X
South Madera- La Vina, Parkwood, Parksdale, Borden, Italian Swiss Colony, Iragose, and Ripperday	Madera County		X	X
South Merced	Merced		X	X
South Modesto (Modesto, Modesto Airport neighborhood)	Stanislaus		X	X
South Tulare & Matheny Tract	Tulare		X	X
Southwest Modesto	Stanislaus		X	X
Wasco	Kern		X	X
West Stanislaus County	Stanislaus		X	X

South Coast Air Quality Management District

The District's submittal in the first three years included near-term communities. The following list consists of these communities and notes if community members have nominated the community.

Table 8: South Coast AQMD Consistently Nominated List

Community	County	Consistently Nominated By		
		District	CBO	Community
Bloomington, Fontana, Rialto	San Bernardino	X		X
Buena Park, Anaheim, Fullerton, Orange*	Orange	X		X
Central and East Riverside, Rubidoux	Riverside	X		
Chiriaco Summit	Riverside	X		X
Colton, Grand Terrace, San Bernardino (southwest)	San Bernardino	X		X

Community	County	Consistently Nominated By		
		District	CBO	Community
Compton, Rancho Dominguez, Willowbrook, Lynwood	Los Angeles	X		X
Corona, Temescal Valley	Riverside	X		X
El Monte, South El Monte, Avocado Heights, Hacienda Heights, La Puente (west), Bassett	Los Angeles	X		X
Gardena, Alondra Park, Lawndale	Los Angeles	X		X
Inglewood, Hawthorne, Westmont, Vermont*	Los Angeles	X	X	
Maywood, Commerce (east), Vernon, Bell	Los Angeles	X	X	
Mira Loma, Jurupa Valley, Eastvale, Pedley	Riverside	X	X	
Pacoima, North Hollywood, Sun Valley, San Fernando, Sylmar	Los Angeles	X	X	
Paramount, North Long Beach	Los Angeles	X	X	
Rancho Cucamonga, Ontario (east)	Riverside	X	X	
Santa Ana	Orange	X	X	
Torrance	Los Angeles	X	X	
Van Nuys	Los Angeles	X	X	
Westlake, Korea Town, Mid-city, Mid-Wilshire	Los Angeles	X	X	

New Pathways for Community-Led Action

This section of BP 2.0 focuses on new pathways for action that can be used in the 65-plus consistently nominated communities to date, regardless of formal selection. CARB encourages those who want to use these new approaches to review the Legal Foundation section.

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

Although CERPs and CAMPs are two mechanisms that can bring resources into overburdened communities to address air quality concerns, there are multiple pathways that allow for community members, environmental justice organizations, air districts, and CARB to work together to take action. CARB and the air districts can partner with community to develop enforcement agreements, grant applications, targeted monitoring campaigns, and capacity-building exercises. A key component of this Program moving forward is to continue to expand benefits and resources to other communities beyond just those selected for CERPs or CAMPs.

There are many ways for community to engage public agencies. These collaborations can take the form of working groups, partnership agreements, convenings, or advisory committees. The following sections describe new pathways for communities to convene processes to leverage Program resources and actions to bring benefits outside of the formal selection process. These pathways encourage partnership with state, local and federal agencies to build support for directing resources and action to improve air quality in the 65-plus communities consistently nominated for the Program.

Local CERPs (L-CERPs)

Community Air Grant project priorities now include a project category that brings together partners to develop and implement *local* community emission reduction plans (L-CERPs). An L-CERP is distinguished from a CERP in that the L-CERP is developed by community partners, ideally with air district participation. As such, it is not required to be adopted and approved by either an air district board or the CARB board, respectively; this statutory requirement applies to CERPs that are developed by the air district through consultation with stakeholders.

Like the process used in the formally selected communities, an L-CERP requires participation from a range of partners in the community, particularly affected residents, and including but not limited to the local air district, local governments, and affected industry. In other words, it is a process to develop a CERP that is led by

community-based organizations or tribes supported financially through a Community Air Grant. L-CERP eligible activities include the development of a charter to support governance and decision-making, boundary-setting, recruitment and engagement of impacted residents and potential partners in the community, review of air quality data, prioritization of concerns, and the development of actions to address those concerns[30]. Each funded L-CERP will be supported by a dedicated CARB liaison who will act as both project officer and ambassador for the project with other CARB programs and as a partner on L-CERP development and implementation.

Air districts are strongly encouraged to partner with applicants that are funded by CARB for an L-CERP Community Air Grant and as such, would take responsibility for implementing priorities established through the L-CERP for which they have jurisdiction. Here are some examples of how L-CERPs could help advance community air quality priorities:

- An L-CERP could include priority actions focused on exposure reduction incentives projects such as air filtration in homes or schools. CARB is concurrently revising incentives guidelines to allow these projects to be funded through CAP incentives with no further approval from CARB. Air districts could integrate these projects into their incentive expenditure plans.
- An L-CERP could include priority actions focused on land use such as the need for a truck re-routing study to guide a local government in updating truck routes that negatively impact communities. Incentives can also support these types of projects.
- An L-CERP could identify truck idling or other mobile source compliance concerns that could be addressed through a community-focused enforcement approach that CARB's Enforcement Division could lead, including in partnership with air districts as air district resources allow.

This approach is modeled after a project underway in the San Joaquin Valley led by 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) to target and expand on emissions reduction actions through Local Community Steering Committees (L-CSCs) in Stanislaus, Madera, and Tulare counties. The grant supports the L-CSCs in understanding the various existing and proposed emission reduction actions already available in CARB-approved CERPs developed by communities in the San Joaquin Valley. Project leaders have agreed to serve as the focus of a case study to learn more about how to refine this approach.

A number of additional awards for this type of project are expected to be made in 2023. This approach will be further refined in the development of the Request for Applications for the next cycle of Community Air Grants. Development of the RFA will

[30] AB 617 Community Air Grant Program Request for Applications: *Final CAG RFA 2022.pdf*

include a robust engagement process with previous and potential applicants, air districts and potential local land use agency partners.

Community-Focused Enforcement

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

In 2021, CARB's Enforcement Division staff heard from environmental justice communities that they continue to be impacted by emission sources operating in their communities and that more enforcement is needed. CARB staff were concerned by these reports because of the relatively high compliance rates for mobile sources in environmental justice communities. As an example, 80 percent of heavy-duty diesel inspections last year were in or around overburdened communities realizing compliance rates above 90 percent. The consistent responses from communities made CARB staff concerned that there were enforcement-related air pollution issues that we may not be addressing. Therefore, we began discussions with communities to better understand their concerns. Through these conversations, we came to realize that our efforts have been successful to a point, but that the harm communities are experiencing are still not being fully addressed. Pockets of mobile source noncompliance are still present in several areas of the state, and even where vehicle and equipment operations are compliant, it is often the sheer volume of (even compliant) vehicles operating in communities that may be causing cumulative impacts not addressed by current regulations.

To target our efforts in areas where they are needed most, Enforcement staff are using an area focused investigation (AFI) strategy that concentrates investigations and enforcement in areas identified by the community, some of which we traditionally do not enforce. By partnering with community members, we ensure that community priorities are central in the development of the enforcement plans and in the guidance of its implementation. Developing an area focused investigation requires collaborating with the community to identify actions that may help solve the more complex problems experienced within the community. We then document and report on our understanding of the issues, results, and lessons learned from our work and then go back to the community to develop the next steps.

In late 2021, CARB began working with several communities to pilot this approach. We look forward to learning from, and further developing, this approach with more communities and partner agencies. CARB sees this approach as a way to bring enforcement actions and solutions to communities outside of the CERP pathway in a more targeted and streamlined way.

Increased Flexibility in the Use of CAP Incentive Funds

CARB manages CAP incentives and other incentive funding to air districts through grants and is responsible for ensuring the funding is used in a way that meets the requirements of the law. Air Districts distribute the funds to eligible projects that are consistent with the *CAP Guidelines* and grant agreements between CARB and the Air Districts. Air districts can emphasize priorities according to local community guidance gathered at CSC meetings, public meetings, and other community engagement events. While air districts will prioritize CAP incentives on AB 617 selected communities or communities being considered for future selection[31], CAP incentives can be applied to any disadvantaged and low-income communities across the State.

CAP incentives support air quality improvements through projects such as replacement of heavy-duty diesel trucks and buses with zero emission trucks and buses, zero emission equipment and charging infrastructure at warehouses, cleaner technology ships and harbor craft, zero emission vehicles (ZEV), ZEV charging infrastructure, school and residential air filtration systems, urban greening, and stationary source incentives for hexavalent chromium plating facility projects. In 2020, a new Chapter was added called *Chapter 6: Stationary Source and Community-Identified Projects*, to increase the Program's flexibility to allow air districts greater opportunities for incentives to address the concerns of the most heavily impacted communities across the State. The framework allows Air Districts, with guidance from community members, to create new kinds of stationary source incentives as well as new incentives consistent with CERPs. In other words, the updated CAP Guidelines increase transparency, provide needed flexibility, and expand project types that are of priority to the communities.

CARB posts information relating to approved Project Plans on their webpage[32]. Upon CARB approval of a Project Plan, Air Districts may immediately begin to use the Project Plan to select and fund projects according to its requirements. Stationary source projects are available to any air district that receives CAP incentives. Community-identified projects must align with a specific community's CERP. To find updated information on all Stationary Source and Community-identified Projects, visit the *Stationary Source and Community-Identified Projects webpage*.

There are several opportunities to benefit more communities and to center community priorities through incentive projects. CARB encourages the use of CAP incentives to fund both new and additional stationary source emissions reductions projects or Community-Identified Projects in selected AB 617 communities and in communities throughout the state that have not yet been selected for the program. CARB recognizes that collaboration between air districts is critical in this area, as opportunities explored by one air district could also meet the needs of many

[31] *Community Air Protection Incentives 2019 Guidelines (ca.gov)*

[32] *Stationary Source and Community-Identified Projects | California Air Resources Board*

communities in other air districts across the State. The San Joaquin Valley Air Pollution Control District, for example, has created dozens of Community-Identified Projects ranging from a series of agriculture-related incentives to funding of a study of truck traffic in Fresno to gain a better understanding of how traffic might be re-routed to minimize impacts of such traffic on the community. Similarly, South Coast AQMD conducted multiple community-led incentives budgeting workshops in each of the communities with an adopted CERP, where CSC input was gathered for community identified projects ranging from zero emissions truck projects, home and school filtration systems, green spaces and paving projects to name a few.

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

Selected Committees

This section is focused on the 19 communities selected for the program to date for a CAMP and/or a CERP (aligned with Goal 4 – Ensure Completion of CERPs). This section contains guidance on CAMPs and CERPs, including a streamlined CERP approval process. Communities seeking to apply for an air monitoring CAG are encouraged to review the CAMP section. Communities who plan to apply for an L-CERP project are encouraged to review the promising practices summary related to governance of CSCs and other sections on establishing metrics.

Community Air Monitoring Plans (CAMPs)

For information on the community selection process to develop a CAMP, please see Transforming Community Selection – Focus on 65-Plus Places.

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

CARB has defined criteria and guidance for community air monitoring so that air districts and communities throughout the State can implement a process that results in action-oriented data to meet the needs of each community. Air monitoring is intended to enhance understanding of air pollution impacts in the community, and successful monitoring should fill existing data gaps, lead to action, and support emissions reductions. Following CARB's *community air monitoring planning criteria* allows for consistency between plans across communities and offers guidance to create successful monitoring projects.

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

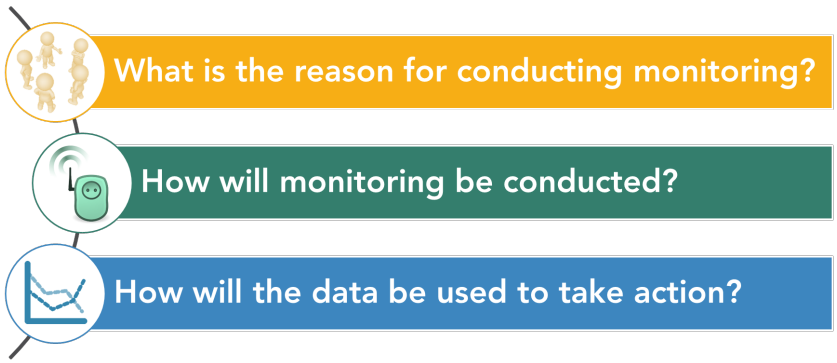
CARB suggests that communities selected for both a CAMP and CERP develop them in tandem to strengthen both programs when monitoring data is necessary to address the community's concerns. Some benefits to having CAMPs and CERPs more closely linked include:

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

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

Community Air Monitoring Plan Criteria

CARB defined criteria to guide air districts and communities in the development of CAMPs under CAPP. The criteria include 14 elements that build from successful community air monitoring programs and are flexible enough to apply to a variety of monitoring needs, yet stringent enough to support taking action. These elements address three key questions:



Following the 14 elements helps clarify the purpose of monitoring and helps CARB and the public understand the need for community air monitoring data and how it can

be used. These criteria are meant to ensure that monitoring is appropriate to achieve air quality goals and support tangible actions for each community. CAMPs should be designed to generate air quality data that is responsive to community needs and is accessible, transparent, understandable, and ultimately used to improve local air quality or health outcomes. An abbreviated version of the 14 elements is shown in Table 9.

Table 9: 14 Elements for Developing Community Air Monitoring Plans

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

CARB reviews air district CAMPs using evaluation checklists to verify that criteria for each of the 14 elements are met prior to making the data available on AQView, the statewide data portal. During this review, CARB confirms that all criteria within the 14 elements are addressed with specific emphasis on community engagement and participation, monitoring objectives, actions that new monitoring data will support, and the process for communicating results. The level of detail contained in each element may differ substantially, depending on the specific needs and concerns within a community. The full list of criteria to be met within each element along with a detailed checklist for evaluating CAMPs can be found at [LINK]. This page contains additional technical information for developing and implementing community air monitoring plans and best practices and examples from successful monitoring efforts.

The People's Blueprint aligns with the 14 elements listed in Table 9 and further emphasizes leveraging community members' detailed knowledge and awareness of community issues based on their experience of living and working in the community before preparing a CAMP. To the extent feasible, the community should be included in the selection of monitoring contractors, methodologies, pollutants, monitoring areas, and how data will be analyzed, interpreted, and shared. The People's Blueprint also prioritizes providing education to communities on air monitoring technology to provide a foundational understanding of air monitoring. CARB has a comprehensive Community Air Monitoring website that provides information on existing community monitoring systems, outlines measurement technologies, and provides community science resources.

Promising Practices for CAMP Development

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

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

  - Results from air monitoring should be responsive to the community's needs. The CSC should have a key role in defining how data will be analyzed and the process for information sharing and reporting to the community.
  - The CSC should work with the air district to set an annual budget for air monitoring work (People's Blueprint page 48).
  - The CSC provides approval of the CAMP and the approval process is determined by the CSC governance document (for example, a CSC Charter).

- CARB and Air District
  - CARB provides a statewide perspective through the CAMP review process and provides feedback to air districts based on 14 element guidance criteria. Statute does not require CARB's approval for each CAMP; however, a full and transparent review by CARB can produce a more successful plan.
  - Air districts should coordinate with CARB while writing the CAMP. CARB should provide an initial draft CAMP review before public comment. This process will help resolve potential CAMP issues and align CARB and the air district on the CAMP.

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

Air Monitoring Resources and Tools

Detailed air monitoring guidance is available for community groups, air districts, and the public in CARB's online community air monitoring toolbox. The community air monitoring toolbox is located within the broader Office of Community Air Protection's *Online Resource Center*. The community air monitoring toolbox is periodically updated and expanded by CARB staff as new information becomes available. Each page in the air monitoring toolbox has a specific goal to assist in community air monitoring (Table 10) and help the reader identify appropriate applications for each method The purpose of the community air monitoring toolbox is to:

- Facilitate successful, collaborative development of community air monitoring plans.

- Support the advancement and utility of air monitoring methods.
- Streamline data collection, display, and interpretation.

Table 10: Air Monitoring Toolbox Resources

Air Monitoring Topic	Link	Description
Resources for Community Air Monitoring Plan Development	*[LINK]*	Provide detailed guidance for CAMP implementation. This page includes, but is not limited to, a detailed summary of the 14 elements, additional monitoring guidance from CARB, and examples of real-world CAMPs.
Review of Community Air Monitoring Systems	*https://ww2.arb.ca.gov/capp-resource-center/community-air-monitoring/existing-community-monitoring-systems*	Briefly summarize ongoing community air monitoring systems.
Review of Air Monitoring Technologies	*https://ww2.arb.ca.gov/capp-resource-center/community-air-monitoring/outline-of-measurement-technologies*	Describe available air monitoring technologies and their applications in community air monitoring.
Resources for Community Scientists	*https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-monitoring/community-science*	Provide monitoring guidance and available resources for community scientists.
AQView	*https://aqview.arb.ca.gov/*	Data repository and display for Statewide community air monitoring.

The *resources for community monitoring plan development* expands on this Section, providing specific guidance on each of the 14 elements and examples of elements from other CAMPs. The *review of community air monitoring systems* provides further resources through information on existing community air monitoring systems across the State. The *review of air monitoring technologies* is designed to help communities and air districts select appropriate monitoring methods and equipment. The review includes a variety of instrumentation and methods capable of monitoring criteria pollutants and toxic air contaminants. Methods are considered through the lens of monitoring purpose (e.g. health research, hotspot identification) and instrumentation ranges from low-cost air sensor networks, through regulatory grade equipment, to advanced remote sensing systems. The *resources for community scientists* are designed to provide information and funding sources for community scientists and community-based participatory researchers. Ongoing laboratory and field-based air

sensor evaluations are conducted by multiple agencies including CARB, South Coast Air Quality Management District (which operates the Air Quality Sensor Performance Evaluation Center program), and the US EPA. Information from these evaluations is provided or linked within the air monitoring toolbox to assist community scientists and others in selecting methods to produce the type and quality of data required to meet their needs. Best practices and lessons learned from existing air monitoring systems are available in the toolbox to inform future air monitoring activities.

Statute requires air districts report monitoring data to CARB, and that CARB publish these data online. To address this requirement, CARB has developed a data portal, *AQview*, which allows reporting of both real-time preliminary data and validated final data. The reporting and communication of data is crucial for monitoring success, and each CAMP should outline data reporting and communication specific to each community (see Table 9). For more information on this data portal, please see the Statutory Requirements section or visit the *AQview webpage*.

Community Emissions Reduction Programs (CERPs)

CARB anticipates that over the next few years of the program, few if any communities will be selected for development of a CERP (see more on this in the Transforming Community Selection section). Therefore, this section of the document specifically addresses the 19 communities currently on the CERP path and provides guidance on improving their implementation and outcomes. Should an air district determine, with support/partnership of community partners, that they can convene additional CSCs, the guidance outlined in the 2018 Program Blueprint for CERP development remains relevant and unchanged (see *Appendix C: Criteria for Community Emissions Reduction Programs*). This section focuses on topics relevant to the 19 communities and discussed in the *People's Blueprint* including CSC governance, implementation requirements, and tracking results and progress of CERPs. A streamlined process for CERP approval is also discussed.

Community Steering Committees (CSC)

AB 617 (Sec 44391.2(b)(1)) requires the air district containing a selected community to adopt a CERP, in consultation with the State board, individuals, community-based organizations, affected industry, and local governmental bodies in the affected community. The 2018 Program Blueprint recommends the convening by the air district of a Community Steering Committee (CSC) as a forum for the consultation required by AB 617. To create new and foster existing local partnerships, air districts will be responsible for convening a CSC for development of a CERP and may consider other forms of engagement to implement actions outside of the CERP process.

Forming Community Steering Committee and AB 617 Requirements

Creating a successful CERP involves regularly involving and communicating with community members and other stakeholders throughout the entire development

process. To ensure active participation and guidance in developing and implementing the program, the air district needs to establish a community steering committee (Figure 6) that includes diverse representation of residents, local businesses, and environmental justice organizations.

The CSC's role in the Program can is to:

- Provide direction on committee structure, priorities, emission reduction actions and plan development.
- Partner in design and implementation of a community air monitoring plan.
- Prioritize community air quality concerns.
- Collaborate to identify actions.
- Partner in implementation of actions to reduce emissions and exposures.

Figure 6. Purpose and composition of a Community Steering Committee.

Composition of a CSC

To ensure a collaborative partnership in developing CERPs, CARB recommends air districts form local steering committees, using an open and transparent application process, that is composed of community members who live, work, or own businesses within each community, with the majority representation from community residents (e.g., community residents, small businesses, facility managers/workers, school personnel). Statute calls for "affected sources" to be consulted as well. Additional members may include participants from local community-based environmental justice organizations and public health organizations that work in the selected community; school personnel; city/county officials; land use planning agencies; transportation agencies; local health departments (e.g., hospitals, clinics, physical rehabilitation centers, public health counseling services); academic researchers; and labor organizations, as appropriate. The final community steering committee membership should reflect the diverse makeup across the selected community. CARB staff will participate to support discussion on CARB actions and programs and will provide technical support and other input.

A CSC must have enough active members to meaningfully partner with the air district through the development and implementation of the CERP and CAMP while also considering that an excessively large group could impair progress without adequate structure. Some larger CSCs in the past have implemented a subcommittee structure and working groups to accelerate plan development.

Outreach Practices to Establish a Community Steering Committee

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

Language access should be prioritized in the CSC recruitment and selection process, ensuring inclusivity. The air district should publicly post a list of interested parties and convene the first CSC meeting within 60 days of community selection. It's essential to emphasize that the public can participate in CSC meetings even without being formal committee members. Effective outreach should consider the community's communication preferences, utilizing social media, email, flyers, or working with influencers. Additional efforts may be needed to engage individuals not yet involved in air quality initiatives.

CSC Governance

Definition of Governance and its Importance to Process

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

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

Determining Governing Structure

It's crucial to establish a suitable governing structure for the CSC early in the process because each community has its own specific air quality concerns. The Program includes different examples of CSC structures because each community is unique and has distinct needs. There is no single structure that fits all. The foundation of any governing structure implemented through the Community Air Protection Program should:

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

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

Community Steering Committee Charter

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

- Committee objectives.
- Roles and responsibilities.
- Eligibility, recruitment, and on-boarding procedures.
- Meeting frequency.
- Meeting dates, times, and locations to ensure accessibility.
- Use of facilitation services.

- Use of interpretation services at community steering committee meetings and broader public outreach efforts.
- Expectations for the timing and method of distributing information, including meeting announcements and agendas, specifying the deadlines.
- A decision-making process, including whether consensus, majority vote, supermajority, or any other method will be used to approve an item.
- Provisions for dispute resolutions.
- A clear conflict-of-interest and/or disclosure policy.

Streamlined CERP Approval Process

The air districts have one to two years to collaboratively develop the CERP and for the district board to adopt it. Following district adoption, it will be forwarded to CARB for consideration and approval if all criteria are met. Once the adopted CERP is received, CARB has 60 days for review and approval.

According to the California Health and Safety Code, CARB has the responsibility to review and approve the CERP within 60 days of receiving the district adopted CERP, as stated here. "The community emissions reduction programs shall be submitted to the state board for review and approval within 60 days of the receipt of the program. Programs that are rejected shall be resubmitted within 30 days. To the extent that a program, in whole or in part, is not approvable, the state board shall initiate a public process to discuss options for achievement of an approvable program. Concurrent with the public process to achieve an approvable program, the state board shall develop and implement the applicable mobile source elements in the draft program to commence achievement of emission reductions." (California Health and Safety Code § 44391.2(c)(4))

Community Role in Finalizing a CERP

To finalize the CERP and proceed with the approval process, it is crucial for the community to demonstrate substantial support for the actions and budgets outlined in the final document. While the statute only mandates "consultation" with the community, it is essential to go beyond mere consultation and strive for a collaborative approach that results in a CERP that receives significant community backing. Each CSC operates slightly differently, but typically, for voting CSCs, the CERP requires an affirmative vote for approval. At a minimum, a majority vote is needed to approve the plan. This level of collaboration helps fulfill the spirit of the law. Prior to consideration for approval, CARB will create a space for community to voice their opinions on the CERP.

District Role and Responsibility to Act on the Final CERP

Air districts must work with the community to develop a final CERP which must be heard for consideration before their district governing board within two years, as required by law. Air district board hearings provide a formal opportunity for CSC representatives to present their perspectives, and for all community members and

other affected entities to provide written and oral testimony, and for air district boards to provide comments or recommendations for revision before final adoption.

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

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

CARB staff will review and evaluate each district-adopted CERP to ensure that it meets the criteria requirements contained within the Blueprint and that it will result in reduced air pollution emission and exposure for that community. As the reviewer and approver, CARB's responsibility is to ensure that CERPs have been designed with sufficient rigor and technical foundation to deliver emissions reductions, as required by statute. All required elements must be included, and each must be responsive to the criteria included in this Blueprint and the 2018 Program Blueprint and appropriate to the specific community needs. CARB will create a space for community to voice their opinions on the CERP and the nature of that engagement will be determined in collaboration with community. CARB staff will then develop a written staff report with the staff's assessment and recommendation.

The CARB staff report will be available for public review and comment before providing a recommendation to CARB's Executive Officer. CARB staff will recommend approval of community emissions programs that include all the required elements and have a robust and specific set of goals, targets, actions, and enforcement approaches. CARB staff will recommend rejection of CERPs that are missing significant elements, such as metrics that are specific and measurable, tied to actions, community focused and with identified data sources. CERPs that do not show significant community support, or are unlikely to deliver emissions reductions within the community may also be rejected.

CERPs that require additional documentation or consideration of certain elements will be recommended for either partial or contingent approval, depending on the strength of the remaining elements. Similarly, if a CERP does not have community support, CARB may choose to delay action and return the CERP to the Air District for continued work with the CSC to further develop the CERP to achieve improved community validation.

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

Implementing a CERP

Statutory Requirements to Implement a CERP

Statute outlines specific CERP implementation requirements, which includes the following:

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

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

CERP Implementation Responsibilities

Air Districts and CARB will coordinate to ensure the implementation and enforcement of CERP actions using our respective authorities. See more about authorities in the Section titled "Program Elements." CARB is committed to continued involvement throughout implementation and will continue implementing statewide actions that will provide local air quality improvements. CARB will also provide grants to help support technical, capacity-building, and community engagement needs. See the Section on Community Air Grants for more information.

After CARB has approved a community emissions reduction program, air districts must continue to hold a publicly transparent process and meaningfully involve the community. The community steering committee must be maintained throughout the implementation process, meeting at least quarterly or more frequently if determined by the CSC. At least once a year during implementation, air district staff should present a community emissions reduction program update to their board in advance

of the annual report release and include community representation to present their perspective.

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

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

Engaging with Business and Industry

AB 617 requires that air districts consult with a range of stakeholders, including affected sources or industry, in developing the CERP. Industry representatives can play important roles in the CSC by helping to inform strategies for outreach about incentives project that require industry applicants.

Recommended Implementation Practices

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

Each CSC is unique in its composition and structure. Some CSCs are large as in Arvin Lamont (over 70 members) and some are small as in the Southeast Los Angeles CSC (20 members). Some CSCs have co-leadership models like South Los Angeles (in partnership with co-leads), West Oakland (partnership agreement between air district and West Oakland Environmental Indicators Project), and Calexico/Heber/El Centro (in partnership with Comite Civico del Valle). There is also a co-host model (as in San Bernardino Muscoy). In all CSCs, skilled facilitation, whether in-house or via a trusted facilitator, is essential. A collaborative approach is recommended when designing and implementing a CERP and, if possible, some form of shared authorship is encouraged as is exemplified in the Richmond/North Richmond/San Pablo community.

Language Access and Agenda Setting Opportunities

To ensure everyone can participate meaningfully, CARB recommends addressing language needs and involving community members in shaping meeting agendas. Sharing meeting materials beforehand also promotes understanding and active engagement. Language access, using plain language, removes barriers and ensures inclusivity. Allowing community input on agendas ensures their concerns are

addressed and empowers them to influence decisions. Sharing materials, including videos, in advance allows participants to prepare and contributes to informed discussions. These practices foster an inclusive and transparent environment, valuing community voices and driving positive change.

Focused Workgroups or Subcommittees

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

Living Plans

As CAMPs and CERPs are implemented, new information and insights may arise, necessitating a process for effectively communicating this information to the CSC and making adjustments to the plans after they have been adopted. CAMPs and CERPs are dynamic and adaptable documents designed to accommodate modifications in response to unforeseen circumstances or developments. The annual reporting process enables the evaluation of progress and allows for updates and revisions to the plans based on the new information and changing circumstances.

The specific criteria for CSC approval, agency autonomy, or board action on modifications should be clearly defined to ensure a transparent and efficient decision-making process (one option could be through the CSC charter). This ensures that necessary modifications can be made to the plans as required, allowing for flexibility and responsiveness to unforeseen circumstances and evolving needs.

Implementation Timeline

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

Each CERP will define actions with targets to be achieved within five years, along with an implementation schedule that includes immediate and annual actions over the five-year timeframe. This schedule will help the district and the community develop a work plan to ensure all actions are implemented and accomplished within this timeframe, however, it's reasonable to assume that not all actions can be implemented simultaneously, and the community will need to prioritize which projects to act on first.

The district will provide a projected time to complete each project's planning, approval, and implementation phase to help the community identify their priorities. Some projects are pre-approved and can be implemented quickly using Program funds, but others, especially those involving partner agencies, such as land use and transportation infrastructure changes, will require a significant amount of time to plan, design, and acquire approvals and adequate funding. The community may want to begin with these types of projects to propel them into the planning and design phase of the partner agencies while the community steering committee continues to work with the district to develop other actions in full detail. Either way, the project time projections will help establish a workplan for all CERP actions. More information on implementation tracking can be found in the Tracking Results and Progress Section below.

CERP revisions and realignment

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

Tracking Results and Progress

Over 4 years of Program implementation, CARB has discovered that air districts calculate and track CERP progress in different ways. The annual reporting process either duplicated efforts or requested data that wasn't being utilized. Tracking progress of the CERPs was highlighted as a high priority for community and CSCs. The *People's Blueprint* states that "One of the most powerful mechanisms that can be used by the CSC is development of successful metrics that measure the progress of the AB 617 community." This section aims to simplify and enhance the annual reporting process to create clearer and more useful progress tracking for the CERPs in the 19 selected communities. It specifically focuses on reporting for approved CERPs, while any additional guidance on metrics and targets during CERP development remains the same as outlined in the *2018 Program Blueprint, Appendix C*.

To improve progress tracking, it is essential to establish clear terminology. In this document, we introduce and define the terms "action," "target," and "metric" in the context of this Program. Identifying targets, actions, and metrics is crucial for

measuring progress during CERP implementation. These elements collectively contribute to defining success and the path a CERP will follow.

These elements can be defined as follows:

- Actions – specific projects or commitments to address community concerns
- Targets – the quantified result of actions at a set point in time
- Metrics – how we track and report the progress of individual actions

What the Law Requires for Tracking and Accountability of CERPs

CERP Target Requirements

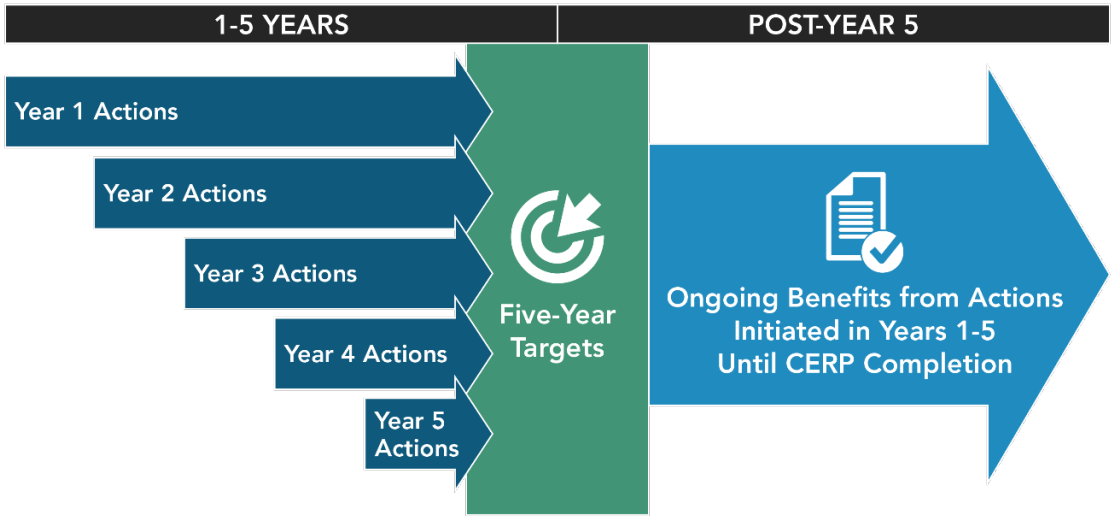
AB 617 requires that community emissions reduction programs include emissions reduction targets.[33] What is a target? Targets quantify the resulting emission reductions of all CERP actions at set points in time. Establishing specific, quantifiable, and measurable targets is critical to track progress over time.

CERPs need to establish 5-year targets to prioritize immediate actions. The first 5 years are the "implementation stage" (extensive analysis to demonstrate local emissions reductions, other metrics can be used to track progress on an action-by-action basis.

Figure 7). Actions that produce long-term emissions or exposure benefits should be clearly outlined in the CERP and continuously tracked and reported. CERPs are mandated to achieve emissions reductions in the selected community, so it is important to sustain these reductions even after the CERP is implemented. Since ambient air quality monitoring data may take many years and/or extensive analysis to demonstrate local emissions reductions, other metrics can be used to track progress on an action-by-action basis.

[33] California Health and Safety Code § 44391.2(c)(3).

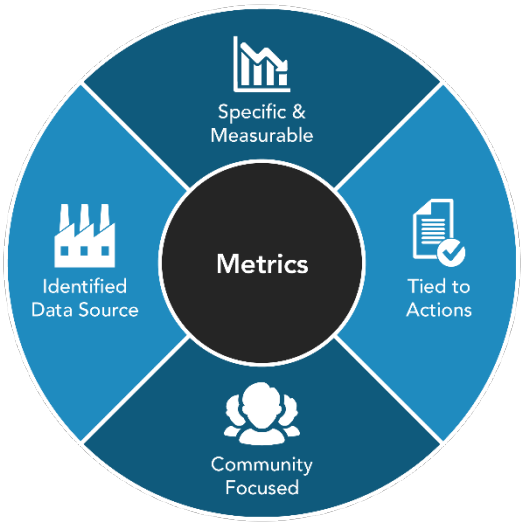
Figure 7: CERP Implementation Schedule



What Makes a Good CERP Action Metric for Tracking Progress?

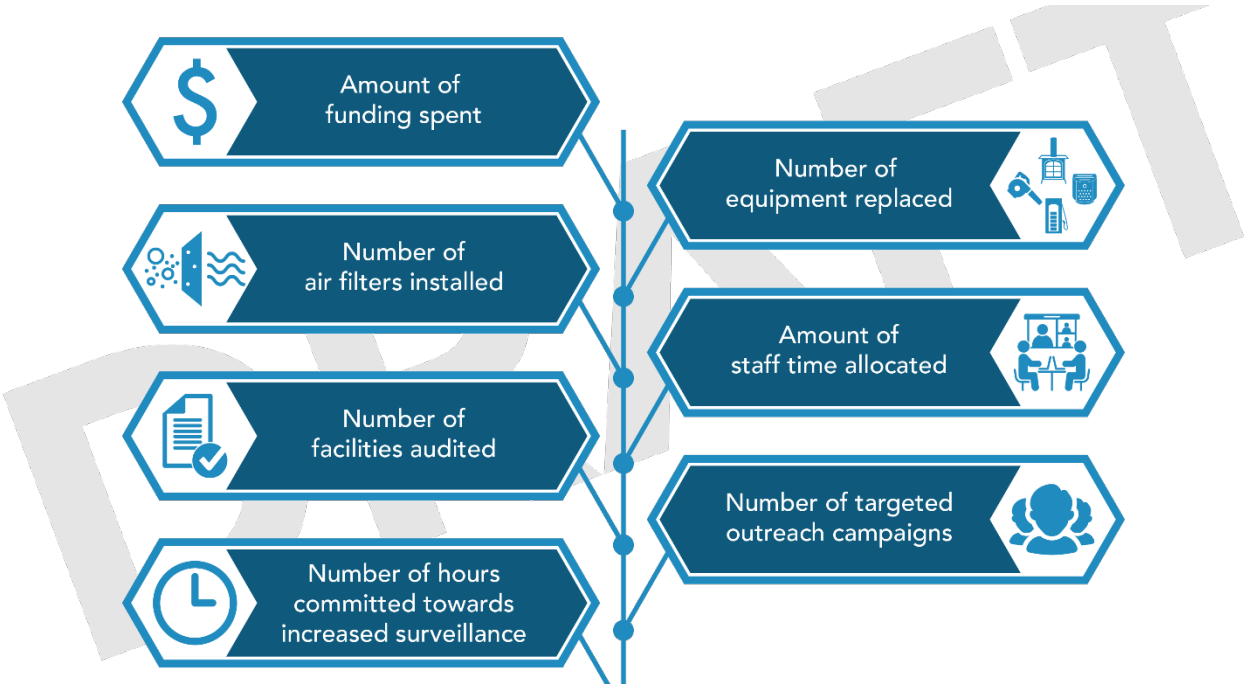
In collaboration with the community steering committee, the air district must establish realistic targets to be achieved within the 5-year implementation period, develop actions to achieve these targets, and metrics for each action to track progress. Monitoring progress during CERP implementation is crucial. Therefore, each action outlined in the CERP should have a measurable metric (Figure 8). These metrics can be combined with others to evaluate overall progress towards the CERP targets.

Figure 8: Important characteristics for all metrics



Actions that use emissions reductions as a metric can be combined to assess progress towards a CERP's emission reduction target. However, it's unlikely that a single metric alone can demonstrate progress. Some actions may have different quantitative or qualitative metrics for tracking that should be defined during CERP development (see examples in Figure 9). The goal is to identify a set of metrics that offer insight and accountability at the community level, presented in a user-friendly format.

Figure 9: Examples of CERP action metrics that can be used to measure progress of action implementation.



Annual Reporting Requirements

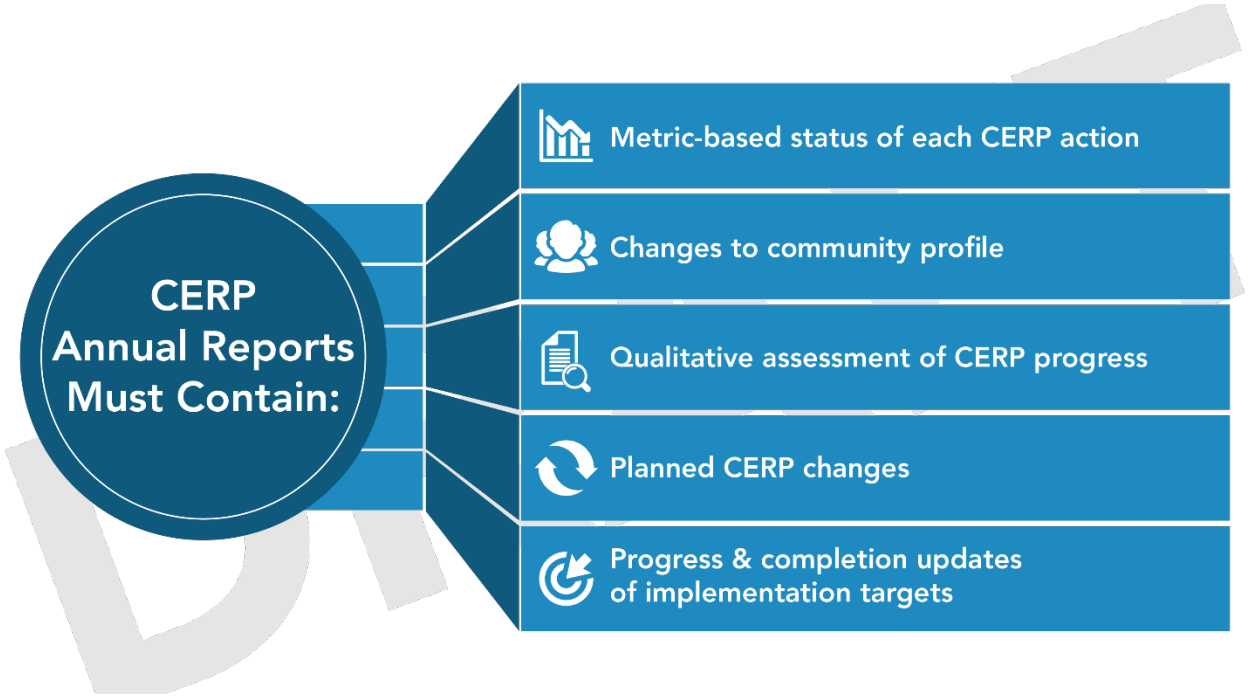
AB 617 requires air districts to develop annual progress reports on the status of implementation of their community emissions reduction programs.[34] This section covers the required content, public noticing, and timing of these reports. CARB recommends that all CERP annual reporting follow this guidance moving forward.

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

Figure 10Figure 10 provides a general overview of what types of information should be included in an air district's annual report for a community emissions reduction program.

[34] California Health and Safety Code § 44391.2(c)(7).

Figure 10: Information to be included in air district annual reports



Minimum Requirements

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

- Air District implementing the CERP
- Community implementing the CERP
- Action name/identifier
- Short description of the action
- Qualitative status summary
- Metric (units by which to measure progress)
- Target (in terms of the metric)
- Progress (in terms of the Metric)
- % Completion based on the target and progress in terms of the metric

Some CERP actions may result in emission benefits. For the actions with emission benefits, there are additional requirements:

- Pollutant name
- Target emission reductions – in 5th year benefits (tons per year) and lifetime benefits (total tons)
- Emission reduction progress – in 5th year benefits (tons per year) and lifetime benefits (total tons)

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

Finally, incentive actions have the following requirements:

- Target funding amount
- Target project quantity
- Funding progress
- Project quantity progress

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

- Pollutant name
- Target emission reductions – in 5th year benefits (tons per year) and CERP lifetime benefits (total tons)
- Emission reduction progress – in 5th year benefits (tons per year) and CERP lifetime benefits (total tons)

The CERP lifetime benefits are defined as potential cumulative benefits of a proposed regulation, or a rule, achieved in 10 years of CERP irrespective of when it was adopted by the CARB Board and its implementation started during the 10 years of CERP implementation.

CARB has developed a single spreadsheet (Universal spreadsheet) that incorporates the above minimum requirements. During the development of each annual report, OCAP will populate the spreadsheet with the actions that CARB is responsible for (e.g., regulatory, enforcement, etc.). Air districts will then amend the rest of the spreadsheet and provide it back to OCAP so that OCAP staff can incorporate this information into the annual report to CARB.

The air district may be exempt from amending the spreadsheet and submitting it to CARB if the air district meets the following criteria for each community:

- The air district has the minimum required information above for every CERP action publicly posted and available.
- The air district provides an aggregated summary (in terms of targets and progress) to CARB that contains the following:
    - Aggregate incentive funding
    - Aggregate emission benefits in all relevant pollutants (in 5th year tons per year, and lifetime total tons) for incentive actions
    - Aggregate emission benefits in all relevant pollutants (in 5th year tons per year, and CERP lifetime total tons) for regulatory actions
    - A few qualitative sentences highlighting meaningful progress towards implementing the CERP for inclusion in CARB's staff report to the CARB Board.

Beyond the minimum information above, air districts may need additional information relating to CARB programs to be responsive to community needs. CARB will provide the relevant information on mobile source actions and emissions reduction progress for the annual reports. If an air district identifies additional information that they require, CARB will work with the air district to provide such information on an annual basis.

Timing and Noticing

Annual progress reports must be made available to the public no later than **October 1 of every year**. Because CERPs can be approved at different times of the year, annual reports are required for any CERP that has been approved more than 6 months prior to October 1. Annual reporting supports air district implementation and the CARB direction on continued enhancements or modifications to the Program. Air districts must post the progress reports on the community emissions reduction program dedicated webpage, then issue a public notification that the report has been released and present the progress report to its board at a public hearing to discuss the contents.

Review of CERP Implementation and Emissions Reduction Targets

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

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

Continued annual reporting is crucial until all CERP targets are complete, even if it extends beyond the initial 5-year implementation period. Air districts should continue

engagement and reporting to the community until all actions in their plan have been completed. This ensures that the air district and CARB remain accountable for the plan's implementation and provides ongoing transparency on progress and outcomes to the community and stakeholders.

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

Fifth Annual Report

Air districts and community steering committees are required to create annual reports that provide status updates and changes to any actions, including progress towards achieving each action's specific target. Because of the multi-year and dynamic nature of CERPs, changes and modifications to the original plan are expected, and these annual reports serve as a way for the air district and CSC to update the public and CARB on their mutually agreed upon revisions.

In addition to status updates on CERP implementation, the Fifth Annual Report will contain additional information:

- A review of each CERP action including a summary of whether it met its target.
- If an action was modified or removed from the original CERP, a description of the rationale for the modification or removal.
- For all incomplete actions, a mutually agreed upon plan by the CSC and air district to complete implementation with a revised timeline and mechanism for periodically updating the community steering committee on progress towards completion.
- The air district and community steering committee will produce a report annually updating on the implementation status of any outstanding actions until their completion.
- Once all pending CERP actions are finished, a final report will be submitted to confirm and summarize the plan's results.

Transitioning after Five Years of CERP Implementation

More specifically, as CERPs end their fifth year of implementation, CARB will work with air districts, communities, and stakeholders to review the fifth-year annual report. The process will proceed transparently and include a review of the details of implementation and consideration of whether any additional actions are appropriate to implement the statutory requirements for CERPs. Where CARB recognizes statutory requirements are not fully met, CARB will ensure the requirements are met in a transparent and public process.

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

- Meet the emissions or exposure reduction targets in the CERP,

- Identify if new air quality issues are arising in the community that should be addressed through an appropriate process,
- Implement actions as described in the CERP,
- Improve monitoring or tracking of progress in emission on an ongoing basis,
- Improve community engagement in air quality governance,
- Improve engagement with, or actions that can be taken by, other government agencies with jurisdiction over air quality issues that are ongoing in the community, and/or
- Seek to transfer lessons learned and actions to other communities experiencing similar emissions burdens in the CERP air districts' region or across air districts with cumulative emissions burdened communities.

Additional actions could include:

- Ensuring air district implementation and incentive funds are directed at cost-effective and reasonable efforts to meet the targets or otherwise implement remaining CERP actions.
- Engaging with community members and other stakeholders regarding continuing governance issues in air quality activities.
- Updating ongoing air district, CARB, or other agency efforts that may apply to all cumulative emissions or otherwise see that strategies to reduce emissions and exposures in a CERP community can be realized in other communities.

Conclusion

To realize the vision for racial equity and environmental justice in impacted communities, CARB, air districts, communities, and other stakeholders will have ongoing work beyond the next five years. Some of it might be focused actions in a selected CERP community, and some of it might be focused across a region or the whole state. The goal to realize reductions in more communities overburdened by cumulative emissions will require intensive work to transfer lessons learned and commit to uplifting successes and recognizing and responding to obstacles to that goal. As no one person or agency was responsible for the air quality burdens that created and perpetuate environmental injustice, no one person or agency will achieve environmental justice without collective sustained commitment to clean air for all. Lessons learned from work with selected communities in the first five years of the Program is a strong foundation for continued collaboration and championing of environmental justice in air quality for all Californians.