



Community Air Protection Program Annual Progress Report

July 2025



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Acronyms and Abbreviations

| | |
|----------------------------------|--|
| AB | Assembly Bill |
| ATCM | Airborne Toxic Control Measure |
| BACT | Best Available Control Technology |
| BARCT | Best Available Retrofit Control Technology |
| BC | Black Carbon |
| CAG | Community Air Grant |
| CAC | County Agricultural Commissioner |
| CalEPA | California Environmental Protection Agency |
| CalGEM | California Geologic Energy Management Division |
| CAMP | Community Air Monitoring Plan |
| CAP | Community Air Protection |
| CAPCOA | California Air Pollution Control Officers Association |
| CAPP or Program Moyer Program | Community Air Protection Program Carl Moyer Memorial Air Quality Standards Attainment Program |
| CATA | California Air Toxics Assessment |
| CBO | Community Based Organization |
| CERP | Community Emissions Reduction Programs |
| CEQA | California Environmental Quality Act |
| CNC | Consistently Nominated Community |
| Civil Rights Policy | Civil Rights Policy and Discrimination Complaint Process |
| CSC | Community Steering Committee |
| DAAC | Del Amo Action Committee |
| DPM | Diesel Particulate Matter |

| | |
|-------------------|--|
| DPR | Department of Pesticide Regulation |
| E-BARCT | Expedited Best Available Retrofit Control Technology |
| EDVS | Enforcement Data Visualization System |
| FEM | Federal Equivalent Method |
| H ₂ S | Hydrogen sulfide |
| HD | Heavy duty |
| ICAPCD | Imperial County Air Pollution Control District |
| L-CERP | Local Community Emissions Reduction Plan |
| MTF | Methane Task Force |
| MITC | Methyl isothiocyanate |
| NO ₂ | Nitrogen dioxide |
| NO _x | Nitrogen oxides |
| NOV | Notice of Violation |
| OBD | On-Board Diagnostic |
| OEHHA | Office of Environmental Health Hazard Assessment |
| PM | Particulate Matter |
| PM _{2.5} | Particulate Matter less than 2.5 μm in diameter |
| PUR | Pesticide Use Reporting |
| REL | Racial Equity Lens |
| RFA | Request for Applications |
| SB | Senate Bill |
| South Coast AQMD | South Coast Air Quality Management District |
| SDAPCD | San Diego Air Pollution Control District |
| SEP | Supplemental Environmental Project |
| SIP | State Implementation Plan |

| | |
|----------|---|
| SJVAPCD | San Joaquin Valley Air Pollution Control District |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMMI | Statewide Mobile Monitoring Initiative |
| SMMI PEG | Statewide Mobile Monitoring Initiative Project Expert Group |
| SNAPS | Study of Neighborhood Air near Petroleum Sources |
| T-BACT | Toxic Air Contaminants Best Available Retrofit Control Technology |
| TRU | Transport Refrigeration Unit |
| U.S. EPA | United States Environmental Protection Agency |
| VOC | Volatile organic compound |
| 1,3-D | 1,3-Dichloropropene |

Executive Summary

The California Air Resources Board (CARB), air districts, community members, and other partners have made significant progress reducing air pollution emissions and exposures in California's most disproportionately impacted communities through the Community Air Protection Program (CAPP or Program) as required by CARB's statewide implementation strategy for Assembly Bill (AB) 617 of 2017. This report highlights annual implementation updates for the 19 communities formally selected under AB 617 that are either developing or implementing Community Emissions Reduction Programs (CERPs) as well as progress made to address local air quality issues within consistently nominated communities (CNCs). Together, these 19 communities and the CNCs represent about 47%

of the population identified in California as disadvantaged. Under the *Community Air Protection Program Blueprint 2.0* (Blueprint 2.0) guidance, the Program is implementing three new pathways to support more communities facing pollution burdens, specifically the consistently nominated communities: the use of Community Air Grants (CAGs) to develop Local Community Emissions Reduction Plans (L-CERPs), community-focused enforcement, and increased flexibility in the use of Community Air Protection (CAP) Incentives.

Highlights of the progress made from Fall of 2023 to date to address local air quality issues within these communities include:

- In the Shafter, Eastern Coachella Valley, and Arvin/Lamont communities, the Department of Pesticide Regulation launched SprayDays, an online statewide pesticide notification system in response to pesticide-related CERP priorities.
- In San Diego's Portside Environmental Justice Communities, North America's first zero-emission tugboat was deployed, that will reduce 30,000 gallons of diesel fuel usage annually.
- In Arvin/Lamont, Shafter, and South Los Angeles, CARB deployed the California Methane Task Force. From 2023–2024, inspectors from the California Geologic Energy Management Division (CalGEM), CARB, and the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (South Coast AQMD) conducted 232 well and 9 tank inspections, issuing notices of violations as needed to stop methane leaks that hurt public health.

- In San Ysidro's International Border Communities, funded by a U.S. EPA grant, CARB launched a pilot monitoring project to study traffic-related pollution, cross-border emissions, border wait times, odors, and other concerns. Real-time monitoring for particulate matter less than 2.5 μm in diameter ($\text{PM}_{2.5}$), nitrogen dioxide (NO_2), and black carbon (BC) is underway to provide the information needed to protect public health and reduce pollution.
- In South Los Angeles, Proposed Amendments to Rules 1151 and 1171 under rule development will reduce cancer-causing volatile organic compound (VOC) emissions from motor vehicle assembly lines and from solvent cleaning operations.
- In West Oakland, a collaborative analysis by the air district and community found a 31% reduction in local cancer-causing diesel particulate matter (DPM) emissions. Thanks to CARB's statewide regulations and targeted incentives, most impacted areas have already met the CERP's 2025 DPM exposure targets.
- Across the state, CAP Incentives are funding over 9,000 projects achieving lifetime reductions exceeding 23,000 tons of oxides of nitrogen (NO_x), 1,600 tons of reactive organic gases (ROG), 950 tons of DPM, and 282,600 metric tons of greenhouse gases (GHGs).

CARB has collaborated with communities and air districts to produce *videos and Community Air Protection Progress Storymaps* showcasing community perspectives, progress, and results.

Blueprint 2.0 Goals and Actions

Key accomplishments in achieving the goals and actions outlined in Blueprint 2.0 include:

- Launching a programmatic evaluation focused on outcomes and processes through a contract with a multi-university team of academic researchers;
- Supporting the transition of seven CERP communities beyond their fifth year of implementation;
- Convening a design team of community members to establish a peer-to-peer learning network for sharing lessons learned;
- Launching the Statewide Mobile Monitoring Initiative (SMMI) to expand air monitoring in consistently nominated communities;
- Awarding nearly \$21 million to 51 community-based organizations and California Native American Tribes through CAGs; and
- Reinvigorating the AB 617 Consultation Group.

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

AB 617 Community Air Protection Consultation Group

Later this month, on June 26, the CARB Board will consider appointing new members to serve on the Community Air Protection Consultation Group. The Consultation Group is an advisory body to the Board with the purpose to advise CARB on the statewide strategy to implement the CAPP.

CARB anticipates the newly constituted Consultation Group will include around 26 representatives from both selected communities and consistently nominated communities, air district partners, California Native American Tribes, academia, local government and business and industry. (Action 4, page 12)

Community of Practice

On August 29, 2024, CARB and air districts held the first Community of Practice meeting, engaging over 200 participants in a dynamic exchange of ideas. Designed to unite AB 617 practitioners, this initiative fosters knowledge-sharing across agencies through structured discussions on critical topics. During the kick-off meeting, staff participated in interactive sessions, tackling current challenges in AB

617 implementation, pinpointing key areas for future exploration, and surfacing best practices across districts for community engagement. Some of the topics included planning and rule development, enforcement, and community air monitoring.

Building on this foundation, CARB staff and air districts designed a series of five small group discussions spread over five weeks in April and early May 2025. Facilitated by a CARB contractor, each gathering focused on a specific challenge identified in the first meeting. This format enabled in-depth collaboration, problem-solving, and action planning, culminating in a follow-up full-group meeting on May 29, 2025.

In a parallel effort - as outlined in the Goal 5 section, (Action 2, page 16) - CARB is in the process of launching a peer-to-peer network. The learning network will provide a collaborative space for community members to connect, exchange ideas, and explore shared experiences including lessons learned and challenges faced to recommendations to strengthen the Program. More details are provided in section on Goal 5.

CalEPA Collaboration

DPR

Last year, the California Department of Pesticide Regulation (DPR) actively participated in multiple community steering committee (CSC) meetings and community events, sharing critical information about air monitoring data, pesticide use enforcement, and worker-related concerns. DPR also distributed outreach materials and created direct forums for community residents to engage with DPR staff and County Agricultural Commissioners (CACs).

On January 1, 2024, DPR implemented new regulations to strengthen protections for residential bystanders against acute and chronic health risks associated with 1,3-Dichloropropene (1,3-D), a commonly used agricultural fumigant. Building on these efforts, DPR has proposed additional regulations to address cancer risk to occupational bystanders, which are anticipated to take effect January 1, 2026. As part of DPR’s continuous evaluation of pesticides and to meet commitments under various CERPs, DPR continues to participate in multiple community air monitoring studies. These studies focus on tracking fumigants including 1,3-D, methyl isothiocyanate (MITC), and chloropicrin in communities where these pesticides are used.



Figure 1. SprayDays online - DPR’s online pesticide notification system.

Additionally, DPR launched the statewide online pesticide notification system, called SprayDays California, in March 2025, hosting a kickoff event in Shafter. SprayDays is designed to provide transparent, equitable public access to information about planned applications of restricted pesticides in production agriculture. The Shafter CSC and Eastern Coachella Valley CSC played a pivotal role in advocating for this system as part of their CERP initiatives and was instrumental in engaging with the regulatory process that supported the final launch of the system. SprayDays empowers communities with timely information to make their own decisions about additional health protections (Figure 1).

DPR has been actively collaborating with CARB and community-based organizations (CBOs) to conduct air

monitoring in La Viña, a consistently nominated community, through a U.S. Environmental Protection Agency (U.S. EPA) air monitoring grant. The sampling for PM and BC in La Viña has been completed. In October 2024, DPR presented pesticide usage reporting (PUR) data to residents to help prioritize which pesticides to monitor, with CARB scheduled to conduct pesticide air monitoring in 2026. DPR and the Madera CAC also presented on pesticide use enforcement to the residents in March 2025.

Additionally, DPR is coordinating with CARB, the Office of Environmental Health Hazard Assessment (OEHHA), and air districts to support CERP commitments in both the Eastern Coachella Valley and Arvin/Lamont. In Eastern Coachella Valley, the final pesticide air monitoring data and health assessment were presented to the CSC in April 2025. In Arvin/Lamont, pesticide air monitoring, conducted in coordination with CARB, concluded in Fall 2024, with sample analysis completed and results scheduled for presentation to the CSC in the coming months. For more detailed information, see Community Air Protection Progress StoryMaps report.

OEHHA

As California's lead agency for evaluating health risks from environmental contaminants, OEHHA is conducting two groundbreaking biomonitoring studies:

- The San Joaquin Valley Pollution and Health Environmental Research Study (BiomSPHERE), which examines air pollutant exposures among families in Fresno and Stockton; and
- The Farmworker Women and Respiratory Exposure to Smoke from Swamp Cooler Air study (FRESSCA-Mujeres), focusing on air pollutant impacts among female agricultural workers in Fresno, Kern, and Kings Counties.

Currently, biomonitoring samples from both studies are being analyzed to quantify pollutant exposures. These investigations will provide critical data to understand environmental health risks in vulnerable communities.

OEHHA continues to play a key role in advancing environmental health protections, and community health through other initiatives such as:

- Serving as a reviewer for Community Air Grant proposals;
- Participating in the Statewide Mobile Monitoring Initiative Project Expert Group (SMMI PEG); and
- Supporting monitoring efforts for the Study of Neighborhood Air near Petroleum Sources (SNAPS).

These initiatives reinforce OEHHA's mission to safeguard public health from environmental hazards. Additional details about SMMI appear later in this report, while both SMMI and SNAPS are further documented in the companion Community Air Protection Progress StoryMaps.

Goal 2: Center Non-Discrimination Laws and Protections

Civil Rights Policy Update

In mid-2025, CARB anticipates releasing the updated Draft Civil Rights Policy and Discrimination Complaint Process (Civil Rights Policy), which is expected to be approved by CARB's Executive Officer in late 2025. Blueprint 2.0 commits CARB to uphold and foster more transparent compliance with non-discrimination policies. Upholding legally protected civil rights outlined in federal and state non-discrimination statutes is essential to CARB's racial equity and environmental justice efforts and is achieved by addressing disproportionate air pollution impacts on communities of color and advancing racial equity.

To inform the development of the updated Civil Rights Policy after the release of the Draft Civil Rights Policy, CARB will further engage with communities across California to ensure a transparent and inclusive process. (Action 1, page 13)

Updated Grant Agreements

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

- California Government Code Section 11135;
- Title VI of the Civil Rights Act of 1964;
- Section 504 of the Rehabilitation Act of 1973;
- Age Discrimination Act of 1975;
- Section 13 of the Federal Water Pollution Control Act Amendments of 1972; and
- U.S. EPA implementing regulations (40 C.F.R. Parts 5 and 7).

The updated terms require grantees to permit access by authorized representatives of the California Civil Rights Department, CARB, or U.S. EPA upon reasonable notice, allowing examination of all relevant records to verify compliance (Action 3, Page 13).

Racial Equity Lens

CARB has developed and implemented its *Racial Equity Lens (REL)* tool in pilot processes to integrate racial equity considerations into agency operations and to help staff operationalize racial equity. This structured yet flexible framework provides staff with data-driven, equity-centered questions (Figure 2) to assess racial impacts across programs and decision-making processes.

Initiated in 2021, the REL underwent extensive pilot testing from 2022-2024 across multiple CARB divisions. Pilot

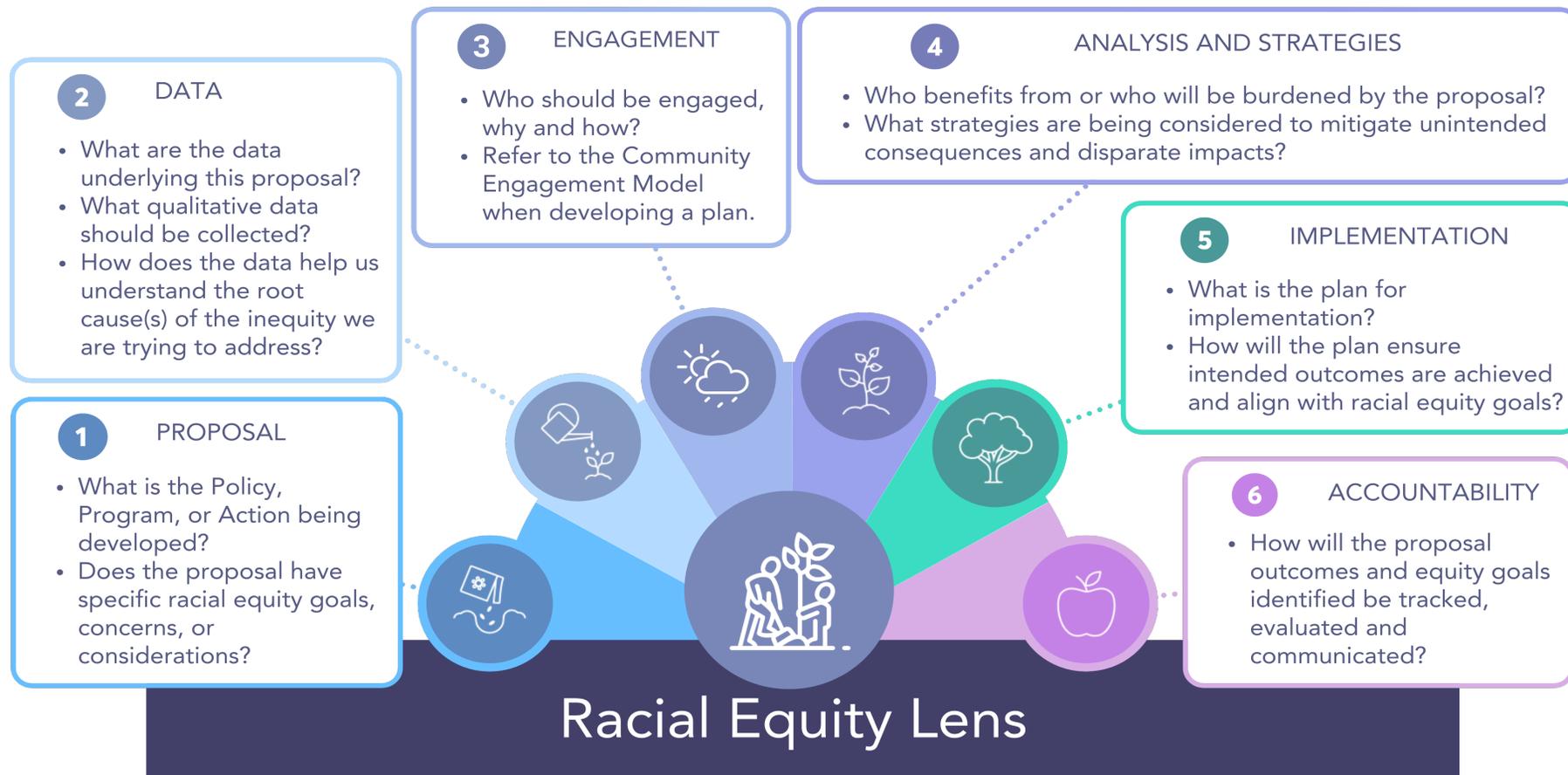


Figure 2. An Overview of CARB’s Racial Equity Lens.

applications included evaluating and refining a community engagement strategy and enhancing a research planning process. A comprehensive report detailing these pilot implementations and key findings will be released to the public later this year.

Beyond internal pilot testing, CARB recognizes the critical need to externally validate the REL through community partnership. This “ground truthing” process involves collaborating with community members and organizations to compare REL data and frameworks with real-world experiences and observations—ensuring the tool is both theoretically sound and practically effective for the communities it serves.

In 2025, CARB will:

- Engage five community experts to conduct REL ground truthing;
- Incorporate feedback from this process and a public comment period; and
- Finalize revisions to the tool.

CARB plans to publicly release the refined REL agency-wide by late 2025. (Action 6, Page 13)

Goal 3: Apply Regulatory Authorities to Reduce Exposures and Emissions

CARB Rules and Regulations

In 2024, CARB adopted several key regulations to accelerate emission reductions and advance zero-emission technologies, with particular focus on communities disproportionately burdened by air pollution. CARB is committed to reducing emissions to protect public health through its regulatory actions although several of the regulations listed below are under attack by the current federal administration. These regulations under threat play a critical role in establishing stringent emissions standards, reducing climate and public health pollutants and driving

innovation in clean technology. Table 1 summarizes all CERP-relevant regulations adopted by CARB since AB 617's passage, demonstrating the agency's ongoing commitment to environmental justice and air quality improvement, despite the uncertainty of some of them¹. Table 2 presents the regulations that are currently in development.

Looking ahead, CARB is actively supporting efforts related to SB 375 which requires California's Metropolitan Planning Organization regions to develop sustainable community strategies aimed at reducing passenger vehicle travel.

¹ Note, the Advanced Clean Cars II, Advanced Clean Trucks, and Heavy-Duty "Omnibus" Low-NO_x Rulemaking waivers have been disapproved by Congress under the Congressional Review Act. California is disputing the validity of those resolutions. Due to the opposition of the federal administration and to resolve pending litigation, CARB is proposing to repeal or not enforcing the Advanced Clean Fleets, In-Use Locomotive, and Zero-Emission Off-Road Forklift Regulations. U.S. EPA did not grant authorizations to waive federal preemption of the zero-emission components of the Commercial Harbor Craft and Transport Refrigeration Unit regulations. More information can be found on the CARB websites for each of these regulations.

Table 1. CARB Adopted Strategies².

| |
|---|
| <i>Advanced Clean Car II</i> |
| <i>Advanced Clean Fleets</i> |
| <i>Advanced Clean Truck</i> |
| <i>At Berth Amendment</i> |
| <i>Commercial Harbor Craft Amendment</i> |
| <i>Clean Miles Standard</i> |
| <i>Heavy-Duty "Omnibus" Low NO_x Rulemaking</i> |
| <i>Hexavalent Chromium Airborne Toxic Control Measure (ATCM) for Chrome Plating and Chronic Acid Operations Amendments</i> |
| <i>In-Use Diesel-Fueled Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate ATCM Amendments</i> |
| <i>Heavy-Duty Inspection and Maintenance</i> |
| <i>In-Use Locomotive Regulation</i> |
| <i>In-Use Off-Road Diesel Fueled Fleets Amendment</i> |
| <i>Off-Road Diesel Engine Emission Standards</i> |
| <i>On-Board Diagnostic System Requirements (OBD II & HD OBD)</i> |
| <i>Small Off-Road Engine Amendment</i> |
| <i>Zero Emission Off-Road Forklift Regulation</i> |

Table 2. Upcoming CARB Strategies.

| |
|--|
| <i>Zero-Emission Aircraft Ground Operations Measure</i> |
| <i>Cargo Handling Equipment Regulation to Transition to Zero-Emissions</i> |
| <i>Clean Off-Road Fleet Recognition Program</i> |
| <i>Composite Wood Products Control Measure Amendments</i> |
| <i>Hydrogen Station Fueling Verification</i> |
| <i>Ocean-Going Vessel In-Transit Regulation</i> |
| <i>Phased Advanced Clean Equipment (PACE) Regulation</i> |
| <i>Spark-Ignition Marine Engine Standard</i> |
| <i>Tier 5 Off-Road New Compression-Ignition Engine Standard</i> |
| <i>Transport Refrigeration Unit Regulation Part 2</i> |
| <i>Zero-Emission Standard for Space and Water Heaters</i> |
| <i>Zero-Emission Trucks Measure</i> |

² CARB regulations cited in CERP's or the Blueprint (2018).

Air District Rules

AB 617 emphasizes rulemaking as a core strategy, requiring it to be community-informed, science-based, and results-driven. The aim is to establish enforceable regulations that target localized pollution burdens. Under the CAPP, local air districts must create tailored emission

reduction plans, frequently involving new or amended rules. Consequently, modifying or developing air district rules to address community-identified pollution sources has become a recurring strategy in CERP. Table 3 and Table 4 list air district rules adopted since October 2023 or currently in development.

Table 3. Adopted Air District Rules Since October 2023.

| Air District | Rule | Adoption Date |
|-----------------------|--|-------------------|
| Bay Area Air District | <i>Rule 8-8: Wastewater Collection and Separation Systems</i> | December 20, 2023 |
| Bay Area Air District | <i>Rule 8-18: Equipment Leaks</i> | September 4, 2024 |
| South Coast AQMD | <i>Amendments to Rule 1118 - Control of Emissions from Refinery Flares</i> | April 5, 2024 |
| South Coast AQMD | <i>1146.2 - Control of Oxides of Nitrogen from Large Water Heaters, Small Boilers and Process Heaters</i> | June 7, 2024 |
| South Coast AQMD | <i>Rule 1148.1- Oil and Gas Production Wells</i> | August 2, 2024 |
| South Coast AQMD | <i>Amendments to Rule 1173 - Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants</i> | November 1, 2024 |
| South Coast AQMD | <i>Amendments to Rule 1180 - Fenceline and Community Air Monitoring</i> | January 5, 2024 |
| South Coast AQMD | <i>Rule 2306 - Freight Rail Yards</i> | August 2, 2024 |
| South Coast AQMD | <i>Amendments to Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations</i> | November 1, 2024 |
| SJVAPCD | <i>Rule 4402 - Crude Oil Production Sumps</i> | December 21, 2023 |

Table 4. Air District Rules in Development.

| Air District | Rule |
|-----------------------|---|
| Bay Area Air District | <i>Amendments to Rule 6-4: Metal Recycling and Shredding Operations</i> |
| Bay Area Air District | <i>Amendments to Rule 11-18: Facility Risk Reduction Program</i> |
| Bay Area Air District | <i>Amendments to Rule 12-13: Foundry and Forging Operations</i> |
| South Coast AQMD | <i>Proposed Amendments to Rule 1171 - Solvent Cleaning Operations</i> |
| South Coast AQMD | <i>Proposed Rule 1435 - Metal Heating Operations</i> |
| South Coast AQMD | <i>Proposed Rule 1445 - Laser and Plasma Arc Metal Cutting</i> |

Emission Reductions from CARB Rules and Regulations

The emission benefits from AB 617 are vital for improving air quality in California’s most disproportionately impacted communities, particularly low-income areas and communities of color that endure heavy pollution burdens. CERPs aim to reduce localized air toxics and criteria air pollution through collaboration between the CARB, local air districts, and CSCs. Collaborative rulemaking processes often involve community engagement, allowing impacted residents to shape policies that directly address local air quality issues. CARB and local air districts adopt and implement rules designed to reduce emissions targeting both stationary and mobile sources of pollution, including industrial facilities, heavy-duty vehicles, and agricultural operations.

In the past year, CARB and local air districts have worked together to quantify the emissions benefits from air district rules and regulations cited in CERPs and expedited best available retrofit control technology (E-BARCT) implementation.

Recent results from this collaborative assessment show significant reductions in key pollutants impacting public health and air quality in disadvantaged communities. CARB-committed statewide CERP regulations are estimated to annually reduce, 1,100 tons/year of NO_x, 9 tons/year of PM_{2.5}, and 6 tons/year of diesel particulate matter (DPM) locally across all the 15 adopted CERPs through their CERP lifetime. The significant changes in emissions benefit estimations from last year's report are due to the failure of U.S. EPA to waive federal preemption of several of CARB's regulations under the previous federal administration, the stated policy and practice of the current

federal administration opposing California's authority to reduce emissions, and the resolution of several legal challenges to CARB's regulations made necessary by these circumstances. The estimated quantified benefits from 42 E-BARCT and 28 district-committed rules, in aggregate, should provide cumulative emissions reductions of 44,300 tons of NO_x, 14,600 tons of VOCs, and 2,300 tons of PM_{2.5} over the next 10 years.

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

Technology Clearinghouse

The prototype of CARB’s new *Technology Clearinghouse* database is now live online (Figure 3), with the final version slated for launch by late 2025. This first-of-its-kind statewide resource will:

- Catalog the most effective emission-reduction technologies;
- Centralize critical information on rules, regulations, and best practices; and
- Support stationary source permitting with solutions that reduce emissions and community exposure.

Designed to empower impacted communities, the Technology Clearinghouse will serve as a vital tool for identifying and implementing cleaner technologies.

The Technology Clearinghouse serves as a comprehensive resource for identifying:

- Best Available Control Technology (BACT);
- Best Available Retrofit Control Technology (BARCT);
- Toxic Air Contaminant control technologies (T-BACT); and

- Next-generation technologies (cleaner alternatives exceeding current regulatory requirements).

This year, OCAP enhanced the platform by launching a dedicated Next-Generation Technologies webpage focused specifically on *Underfired Charbroiling* solutions.

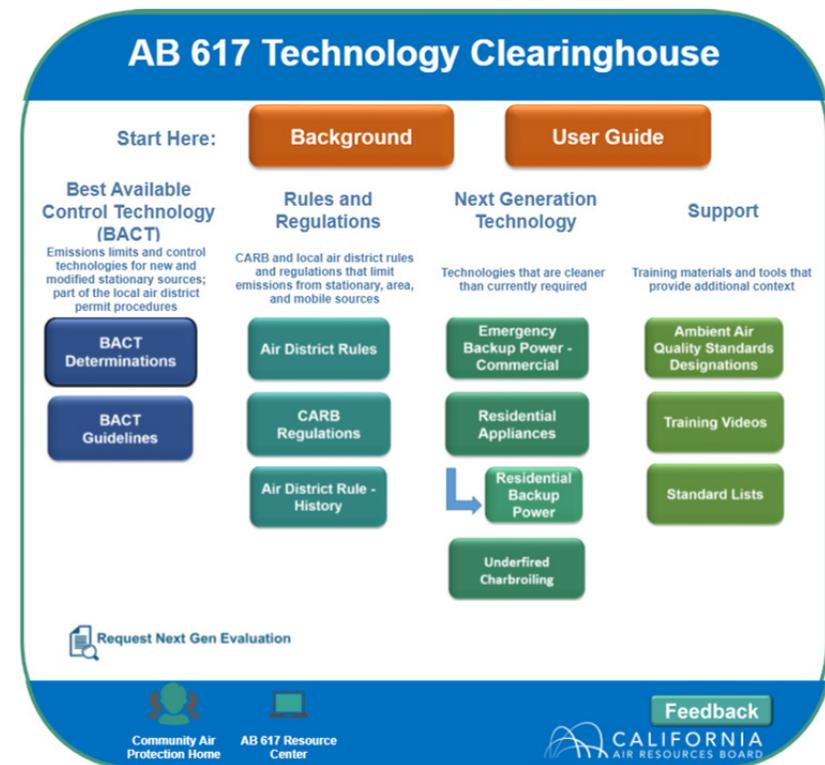


Figure 3. Screenshot of the TCH online.

Goal 5: Track Program Commitments and Ensure Completion of CERPs

Status of Selected Communities

This is a milestone year with seven communities transitioning past their fifth year of implementation. As outlined in the subsequent section, CARB is collaborating with air districts and the CSCs to develop a transition plan for the seven communities selected for a CERP in 2018, or Year 1 communities, which include:

- East Los Angeles/Boyle Heights/West Commerce,
- El Centro/Heber/Calexico,
- San Bernardino/Muscoy,
- Shafter,
- South Central Fresno,
- West Oakland, and
- Wilmington/Carson/West Long Beach.

Nine communities are in the process of implementing their CERPs. Four of these communities, selected in 2019, are in the fifth or final year of CERP implementation. The Imperial County Air Pollution Control District (ICAPCD) Board adopted the North Imperial Phase 1 CERP on January 28, 2025, and will provide an Annual Progress Report later this year.

Three communities are currently developing their respective CERP for future adoption by the local air district board, followed by CARB approval:

- East Oakland (2022),
- Bayview Hunters Point Southeast San Francisco (2023), and
- South Sacramento - Florin (2024).

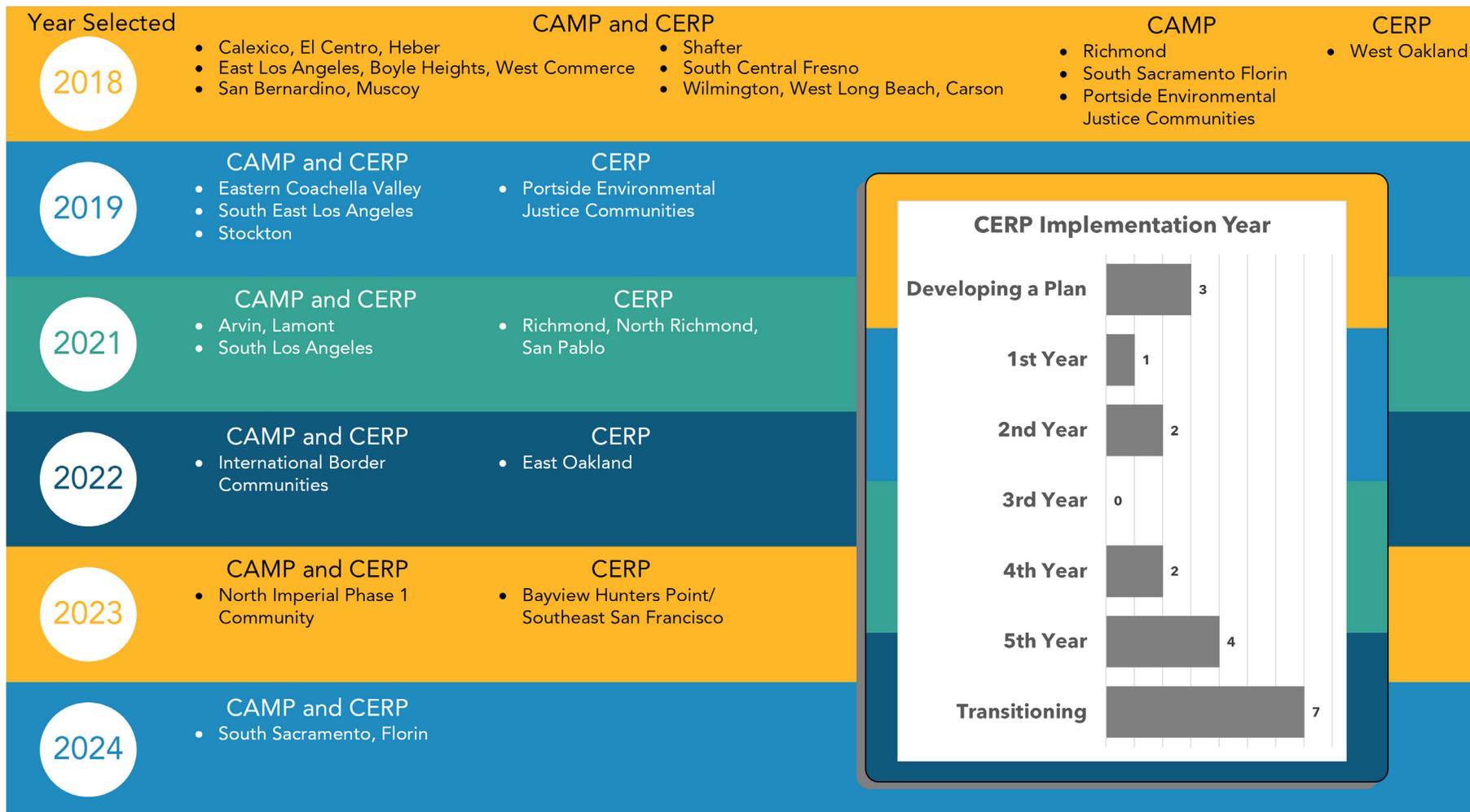


Figure 4. Implementation Status of the 19 Selected Communities in the Community Air Protection Program.

Year 1 Transition Plans

To fulfill Blueprint 2.0 commitment, CARB staff is collaborating with the air districts and the CSCs to review their fifth-year annual report, assess the implementation progress and identify CERP actions that need to be completed. CARB is also identifying how CARB, air districts and CSC can work collaboratively in a transparent manner to implement statutory commitments and ensure successful completion of all CERP actions.

Seven Year 1 communities are in the process of finishing their remaining CERP commitments as they transition past their fifth year of implementation. To ensure this transition occurs in a transparent manner, the San Joaquin Valley Air Pollution Control District (SJVAPCD) spearheaded an effort in coordination with other air districts to develop a transition plan template, and all air districts are actively engaged with Year 1 communities to develop transition plans. These plans assess critical elements to determine whether CERP measures should continue, be adjusted, or be concluded. Key categories under evaluation include:

- Incentives Commitments: Determine whether funding for CERP measures should continue, be reallocated, or conclude at the five-year deadline.
- CSC Support or CSC Functions: Evaluate adjustments to CSC meetings, communications, stipends, language access, and technology access.

- General AB 617 Administrative Commitments: Ensure effective CERP tracking and annual reporting.
- Air Monitoring Commitments: Review Community Air Monitoring Plans (CAMPs), real-time data, speciation, and air monitoring reporting; determine whether air monitoring funding continues or concludes at the five-year deadline.
- Permitting and Inventory Commitments: Assess community inventories and California Environmental Quality Act (CEQA) comment letters.
- Compliance and Enforcement Commitments: Monitor inspections, surveillance efforts, and reporting.
- Outreach Commitments: Evaluate community events and engagement strategies.
- Planning and/or Rule Development Commitments: Review progress on rule development measures outlined in CERPs.

This structured assessment ensures that communities can effectively fulfill their remaining CERP commitments as they transition after completing their CERP, building on successes and addressing ongoing challenges. (Action 1, page 16)

Community Air Monitoring Plans Result in Lessons Learned

Lessons learned from development and implementation of CAMPs have resulted in more effective monitoring and resource utilization for subsequent communities. Air districts continue to adapt and optimize monitoring resources to meet the evolving needs of these communities. Examples of actions taken by air districts and partners under AB 617 in 2024, along with planned future actions, include:



Figure 5. South Coast AQMD Optical Remote Sensing Mobile Laboratory (ORS-ML) conducting oil well site survey in WCWL community (right); and of inside view of the air monitoring equipment aboard ORS-ML (left).

Expanded and continued air monitor and sensor networks.

- ICAPCD relocated several IVAN monitors in the Calexico-El Centro-Heber community.
- South Coast AQMD utilized specialized mobile monitoring surveys including metals measurements near and around metal processing facilities in East Los Angeles, Boyle Heights, West Commerce community; and established an air quality sensor network in Eastern Coachella Valley community.

Continued maintenance and planned expansion of Federal Equivalent Method (FEM) monitors for criteria pollutants like NO_2 and $\text{PM}_{2.5}$, as well as non-regulatory monitors for substances such as BC and hydrogen sulfide (H_2S).

- San Diego Air Pollution Control District (SDAPCD) plans to add additional monitoring sites to support Portside CERP strategies for reducing VOCs.
- South Coast AQMD expanded the H_2S and PM_{10} air monitoring network in Eastern Coachella Valley to improve geographical coverage.
- Sacramento Metropolitan Air Quality Management District (SMAQMD) plans to relocate the current portable air monitoring laboratory based upon the CSC's location selection, utilizing mapping exercises to get feedback.

Sustained mobile monitoring efforts.

- South Coast AQMD continues mobile monitoring to identify potential sources of fugitive emissions, support compliance and enforcement activities.
- CARB SNAPS program conducted mobile monitoring in communities surrounding the Inglewood Oil Fields. Additionally, SNAPS measurements were conducted at two sites on and near the oil Fields.



Figure 6. CARB's Air Monitoring Data Presentation at La Viña - October 2024.

Increased availability of air toxics data from both stationary and mobile monitoring.

- CARB, DPR and SJVACPD completed MITC and 1,3-D monitoring in Arvin/Lamont, and plans to provide data to the CSC and make accessible on the district's monitoring webpage in the coming months.

Sustained and adapted data communication methods, including data displays and enhanced discussion at meetings, with an emphasis on visual and interactive platforms.

- CARB, DPR, and partnering CBOs presented pesticide monitoring data to La Viña residents and used a mapping exercise for residents to recommend locations for air monitoring.
- South Coast AQMD developed and maintained data dashboards, interactive air monitoring maps, and data summaries in addition to regular presentation of data at CSC meetings.
- SJVAPCD provides weekly and quarterly air monitoring updates and quarterly air monitoring presentations to ensure they address community concerns and questions.

Expanded access to pesticide air monitoring data from CERP commitment studies.

- CARB, OEHHA, DPR, and South Coast AQMD collaborated to present health-based pesticide air monitoring data to the Eastern Coachella Valley CSC.
- SJVAPCD is making pesticide monitoring data from Shafter and Arvin/Lamont accessible via the district's monitoring page.



Figure 7. SNAPS Presentation at Lost Hills - March 2024.

Expanded, targeted, and collaborative enforcement actions based on monitoring data near sources of concern, with coordination and follow-up among agencies and partners.

- South Coast AQMD conducted eight days of mobile monitoring of oil and gas facilities in the Wilmington, Carson, West Long Beach community (WCWLB), finding multiple areas of fugitive VOC emissions resulting in five Notice of Violations (NOV).

Ongoing air monitoring collaborations between agencies, communities, and air districts.

- DPR collaborates with multiple communities, including Eastern Coachella Valley, Shafter, Arvin/Lamont, and La Viña to conduct and present pesticide monitoring data.
- OEHHA collaborates with CARB on the SNAPS program and presented monitoring results to the Lost Hills community.

Continued district-led monitoring response to community concerns, including odor and visual emission complaints.

- SDAPCD continues monitoring along the Tijuana River in response to odor complaints from the community. By monitoring air quality along the border, authorities can collect and share data on cross-border pollution dynamics with their counterparts in neighboring regions to address shared environmental challenges.

Peer-to-Peer Learning Network

On February 27, 2025, CARB released a solicitation to recruit CSC representatives to help design a peer-to-peer learning network to build on the community of practice established between CARB and air districts. CARB received around 17 applications and six CSC members will be selected who will kick off the series later this year. The design team will engage in facilitated planning meetings to identify key topics and discussion leaders for the webinar series to lift the stories and voices of all 19 Community Air Protection communities. This is a key step in co-creating a statewide peer-to-peer community of practice for community air protection that will provide a collaborative space for participants to connect, exchange ideas, and explore shared experiences - from lessons learned and challenges faced to recommendations to strengthen the Community Air Protection Program. (Action 2, Page 16)

CAP Incentives Fund Projects that Reduce Emissions

Many community-prioritized solutions in each CARB-approved CERP use CAP Incentives to fund projects to accelerate the reduction of emissions beyond what regulations require, as well as to address other related community concerns. CAP Incentives are also available for projects in communities outside of those formally selected to participate in CAPP ([Resolution 19-12](#)). The Board

additionally directed that at least 70% of funds be spent in disadvantaged communities and 80% be spent in low-income communities or households statewide as defined by AB 1550 (Gomez, Chapter 369, Statutes of 2016). Air districts have significantly exceeded this requirement, with, to date, 85% of CAP Incentives spent in disadvantaged and low-income communities across the State, with 38% spent in CAPP communities.

Phase II Guideline Update

Following the April 2024 update to the *Community Air Protection Incentives Guidelines* (CAP Incentives Guidelines or Guidelines), CARB staff began phase II updates to the Guidelines. Phase I primarily added a host of new project types patterned off many of the Community-Identified Projects developed by air districts since 2020, allowing them to spread the benefits of those new project types to other heavily impacted communities not yet selected for participation in CAPP.

After extensive collaboration with the air districts and California Air Pollution Control Officers Association (CAPCOA) and following a public workshop at the end of April, staff published the [newly updated Guidelines](#) in June 2025. The phase II update aligns the Guidelines' administrative requirements with those of the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) and includes a new chapter on woodsmoke reduction projects patterned off the existing CAPCOA Woodsmoke Reduction Program.

CAP Incentives Expenditure Progress

Since 2018, the Legislature has appropriated over \$1.4 billion in CAP Incentives, including a new appropriation of \$195 million in FY 2024-25. To date, air districts have expended roughly \$632 million, or 40%, on projects statewide (Figure 9). In keeping with the priority population targets set by the Board, air districts have expended

over \$452 million or roughly 71% in disadvantaged communities and over \$537 million or roughly 85% in disadvantaged and low-income communities - well beyond the targets set by the Board. Most projects generate permanent, surplus, quantifiable, and enforceable emission reductions; projects funded by CAP Incentives will reduce over 23,000 tons of NO_x, 1,600 tons of ROG, and 950 tons of DPM for their lifetimes through over 9,000 projects.

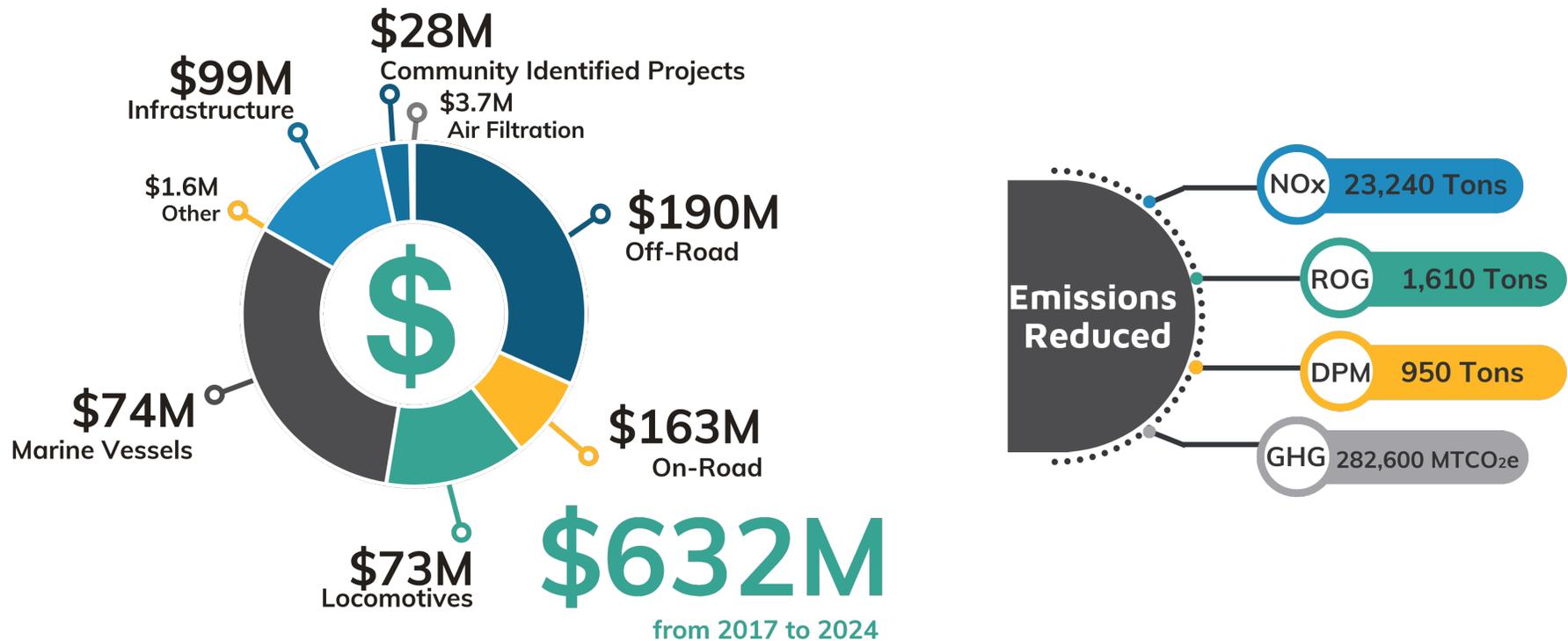


Figure 8. Expended CAP Incentives Statewide as of November 2024.

Air districts continue to invest CAP Incentives into the projects within the CAPP communities. Of the \$632 million expended statewide, roughly \$245 million, or 38%, has been spent in the 19 CAPP communities (Figure 9).

Notably, air district spending to implement Community-Identified Projects continues to rise proportionally to funds spent on traditional incentives like heavy-duty diesel vehicle replacements offered by the Moyer Program.

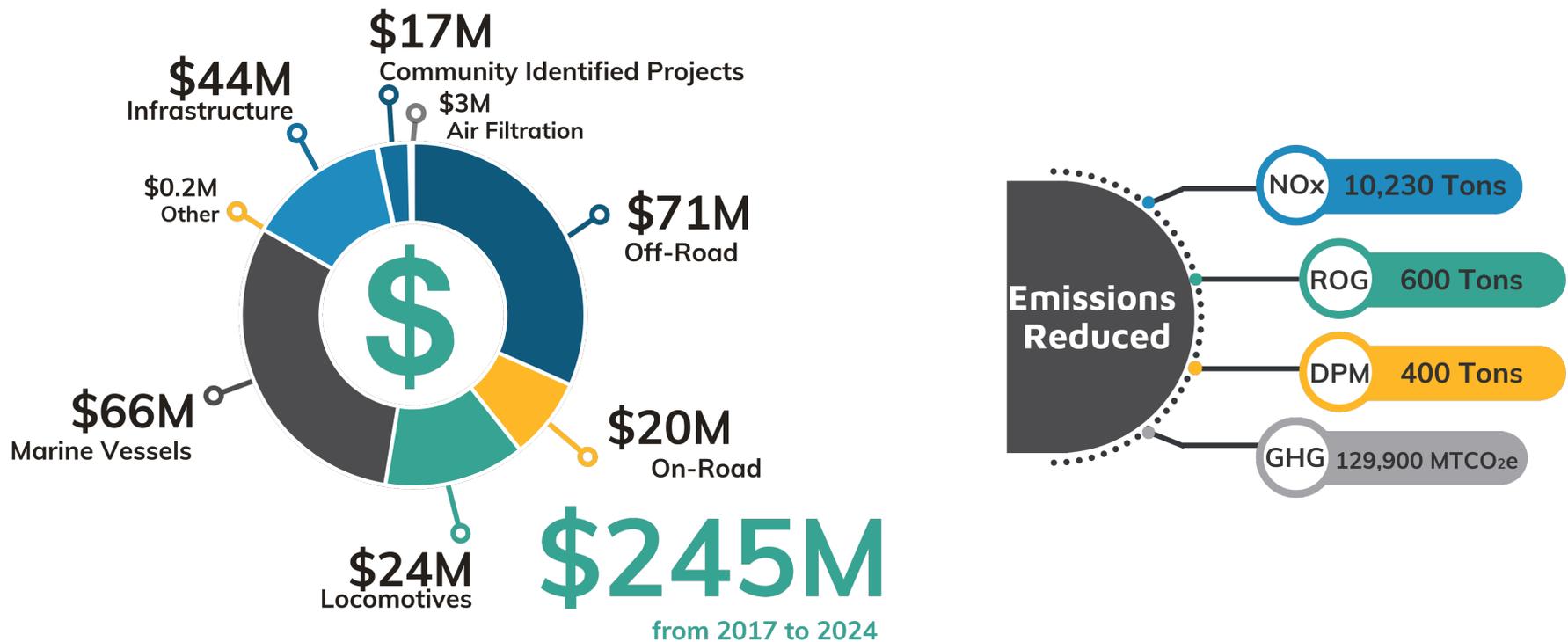


Figure 9. Expended CAP Incentives in 19 CAPP Communities as of November 2024.

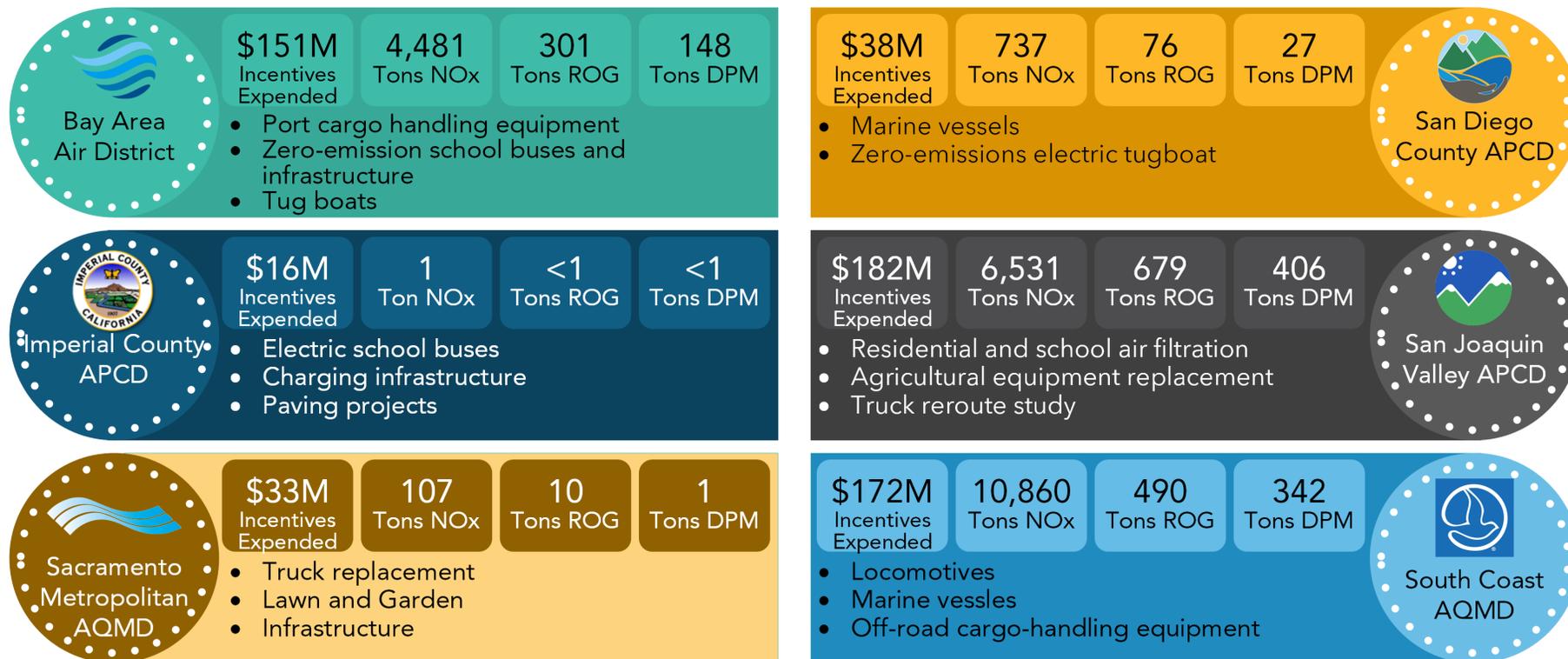


Figure 10. Expended CAP Incentives in Air Districts as of November 2024.

Disclaimer: Expended CAP incentives (\$ and total tons) up to November 2024 shown - details available on CommunityHub 2.0. These estimates may be different from data published in an air district's annual report which may report slightly different data based on the stage of project funding as well as the time period for reported data.

Program Evaluation

These initial years in the CAPP implementation continue to generate a lot of interest in what have been the challenges, success stories and lessons learned that can inform future Program development and implementation.

A UC Davis study published in *June 2020* gathered input from CSC members statewide, using surveys, interviews, and field observations and document analysis. The findings concluded that CAPP should expand the Consultation Group to update the Blueprint, secure stable funding and clarify enforceable emissions requirements for air districts. The community selection should shift to a non-competitive, community-nominated selection process with regional strategies to broaden impact. CSCs should be strengthened through clear goals, equitable leadership, stipends, and enhanced CARB oversight. CAMPs and CERPs should integrate community data, emphasize measurable results and health impacts, address land use, and ensure realistic timelines. Finally, the Community Air Grants Program needs optimization to balance focused investments with broader funding access. These reforms will advance equity, accountability, and tangible air quality improvements under AB 617.

In San Joaquín Valley, a UC Davis and UC Merced research team, in partnership with CCEJN, assessed AB 617 implementation in South Central Fresno and Shafter - two Year 1 communities. A *March 2024* research brief found

progress and challenges in shifting power to communities during AB 617 implementation. While new collaboration models like facilitated processes and community co-leads are amplifying community voices, concerns remain over whether decision-making and funding reflect community priorities or agency control. The program has delivered tangible local benefits including urban greening projects in Fresno, electrification in Shafter, and a highly anticipated statewide pesticide notification system. However, the report found that structural barriers persist, particularly with underfunded agencies and land use decisions. Health perceptions are mixed, as air quality concerns have decreased, but asthma rates have increased, and many still worry about pollution's health impacts. These findings highlight AB 617's potential for community driven change while underscoring the need to address power imbalances and implementation barriers.

CARB began its own evaluation of the CAPP in June 2024, contracting with a team from University of California Berkeley, University of Southern California Equity Research Institute, San Diego State University, Occidental College, and University of California Santa Cruz. This evaluation aims to uncover critical insights, including lessons learned, unexpected benefits, and key barriers to success. These insights will be used to form actionable recommendations for shaping the program's future direction. In Fall of 2024, CARB established a design team of CSC members and air district representatives to guide the research team in evaluating five Year 1 communities: West Oakland, Shafter,

East Los Angeles-Boyle Heights-West Commerce, Portside Environmental Justice Neighborhoods, and Calxico-El Centro-Heber. In October 2024, CARB staff, the evaluation team, the design team, and a third-party facilitator held a virtual kick-off meeting to develop measurable metrics and strategies for the CAPP.

Looking ahead, the research team will develop a comprehensive evaluation framework, incorporating community feedback to ensure the CAPP evolves effectively. Regular follow-up meetings will sustain engagement, fostering a program that better serves communities in the years to come. (Action 3, page 16)

A short case study accepted for publication in the *Journal of Environmental Justice* titled "*Confronting Cumulative Impacts: Lessons from California's Community Air Protection Program in West Oakland*", highlights a significant transition period for West Oakland moving into the second stage of their CERP. This paper, co-written by a member of OCAP, OEHHA, UC Davis, and two members from West Oakland Environmental Indicators Project - the anchor institution for West Oakland's CERP, examines key lessons learned throughout West Oakland's experience with the program and how applying these elements can result in important achievements for overburdened communities. It also features future CAPP development and implementation of similar programs nationwide. OEHHA contributed here, emphasizing the need to move beyond

simply assessing cumulative impacts to incorporating this definition into environmental policy and decision-making, which aligns with the AB 617 approach.

Goal 6: Focus on Consistently Nominated Communities

The ambitious goals set forth in Blueprint 2.0 call CARB and air districts to concurrently support the 19 selected communities while at the same time begin to address air quality challenges in the many communities that have been nominated but not yet selected. A section of CARB’s Annual Progress Update Storymaps (discussed later in this report) highlights this work.

Statewide Mobile Monitoring Initiative (SMMI)

In June 2024, CARB awarded \$26.88 million to *Aclima, Inc.*, a California public benefit corporation specializing in hyperlocal air quality mapping and analysis, to conduct mobile air monitoring efforts in consistently nominated communities across the state. Aclima, in collaboration with their partners Aerodyne, the University of California, Berkeley, and the University of California, Riverside, will deploy vehicles equipped with advanced air quality instrumentation to measure pollution levels along public roads, guided by a robust engagement effort.



Figure 11. SMMI Community Meeting in Inglewood with Girl + Environment in March 2025.

The goals of the Statewide Mobile Monitoring Initiative (SMMI) are:

1. conduct extensive community engagement to address local air quality concerns;
2. monitor criteria pollutants, greenhouse gases, and toxic air contaminants in consistently nominated communities; and
3. share publicly the results of air monitoring in easy to interpret visualizations.

To align with Blueprint 2.0's commitment, the initiative will expand air monitoring to CNCs, provide data to fill air monitoring gaps and support concrete actions to reduce emissions and exposure in communities such as helping stakeholders to raise awareness, secure grants, advocate for enforcement, and push for more resources.

The first year of the two-year initiative focuses on developing comprehensive community air monitoring plans by integrating expertise and concerns from community and technical experts. Over the past year, community members were invited to participate in the project by joining the Project Expert Group (PEG) or serving as an Engagement Lead and/or Community Engagement Coordinator for their community. The PEG is a diverse, cross-sector coalition bringing together members from local air districts, community-based organizations, academia, and residents of CNCs and plays a vital role in guiding community engagement, shaping the Community Engagement Plan, and strengthening project outreach and awareness efforts. Engagement Leads and Community Engagement Coordinators are trusted community organizations and residents who lead and facilitate engagement in the CNCs, ensuring community air monitoring plans are developed to reflect local needs. By prioritizing community involvement through PEG, Engagement Leads, and Community Engagement Coordinators, data collected is not only relevant but also valuable for the community's benefit.



Figure 12. SMMI Community Meeting in Salton City.

Specific monitoring areas will be chosen through a collaborative community engagement process and Community Air Monitoring Plans were published for public comment in May 2025. Mobile monitoring and data reporting will begin in June 2025 for nine months, with the project expected to conclude by May 2026. (Action 5, page 17)

Community-Focused Enforcement

CARB Enforcement takes a community-focused approach by concentrating efforts in the most impacted areas—those disproportionately burdened by air pollution and high cumulative exposure, including CNC’s. Beyond enforcement, this strategy prioritizes partnerships with residents, ensuring community priorities shape CARB’s actions and direct emissions reduction are delivered to those who need them most.

Highlights of Community-Focused Enforcement in 2024

Partnerships and Collaboration

Los Angeles Environmental Justice Enforcement Symposium - CARB joined the LA Environmental Justice Enforcement Symposium, co-hosted by Del Amo Action Committee (DAAC) and California Safe Schools. The event featured panel discussions with the California Environmental Protection Agency (CalEPA) and local agencies showcasing complaint programs and community case studies. Environmental justice (EJ) groups highlighted frontline community impacts, while a dedicated Spanish session addressed language barriers in advocacy.

CalEPA Environmental Justice Task Force Work - CARB Enforcement advances environmental justice through CalEPA's Task Force by integrating EJ into compliance programs and deepening community engagement. In Bay View Hunters Point, CARB Enforcement conducted facility inspections identified by residents and coordinated multi-agency compliance efforts. The agency also expanded heavy-duty vehicle inspections across EJ communities including Southeast Los Angeles, border regions (Otay Mesa/Calexico/Winterhaven), Central Valley (Fresno/Bakersfield/Stockton), and other priority areas (Oxnard/Salinas/West Oakland/Imperial County).

Methane Task Force - CARB Enforcement actively participates in the Methane Task Force (MTF), a multi-agency initiative addressing methane leaks from oil infrastructure near communities and their climate impacts. In 2023, the MTF focused its inspections in two of San Joaquin Valley's AB 617 communities: Arvin/Lamont and Shafter. In 2024 the MTF shifted its focus to the South Los Angeles AB 617 community and conducted inspections in early 2025. In these three communities and coordinating with San Joaquin Valley and South Los Angeles community leaders, the MTF conducted inspections of 237 wells with CalGEM and air district staff. While partner agencies issued violations, CARB's role was focused on oversight. Learn more: [Methane Task Force](#)

Addressing Diesel Exhaust Emissions

Port of Hueneme - CARB Enforcement is currently addressing Port of Hueneme community concerns about black soot. PM_{2.5} monitors and a black carbon sensor were installed in specific sites of concern and are currently collecting data. Residents receive regular updates on all findings and progress. CARB Enforcement is also actively working with the Port to resolve lingering shore power issues from last year's severe weather.

Statewide Cargo Handling Equipment Compliance - CARB Enforcement completed a statewide audit of cargo handling equipment (CHE) under Southern California CERPs, achieving a 100% compliance rate – particularly significant as 92% of inspected yards were in EJ communities. This success allows strategic reallocation of resources to higher-risk programs while providing critical data for future zero-emission CHE regulations.

Del Amo Community - CARB Enforcement maintains strong engagement with the Del Amo community through regular bi-weekly meetings to address truck traffic concerns and provide responses to resident complaints. Staff participate in Del Amo Action Committee (DAAC)-organized events, including visits to areas of concern within the community. In 2023, CARB installed surveillance cameras near the Superfund site located within Del Amo, documenting 585 truck trips over two months. Analysis revealed 77% of trips came from just four companies registered in CARB's Clean Truck Check program, and enforcement actions were taken against two non-compliant vehicles. CARB is now preparing for additional monitoring periods while continuing to enforce Clean Truck Check requirements and maintain this vital community partnership.

Truck Idling Reduction - CARB Enforcement has expanded its anti-idling initiatives by distributing free "No Idling" signs to communities like Maywood (Southeast LA) and Bayview/Hunters Point (San Francisco), while also developing a comprehensive *fact sheet* outlining municipal options for reducing truck idling. In parallel, the City of Los Angeles has maintained its commitment to this initiative by producing and installing additional signs in the Del Amo and West LA areas to combat persistent idling issues.

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

Supplemental Environmental Projects

CARB's Supplemental Environmental Project (SEP) funding program allows community-based projects to be funded from a portion of the penalties received during settlement of enforcement actions. SEPs can improve public health, reduce pollution, increase environmental compliance, and bring public awareness to neighborhoods most burdened by environmental harm.

Since 2017, the SEP program has funded 112 community projects throughout California, including 21 in CNCs throughout California through case settlements of approximately \$46.2 million. In 2024, the SEP program provided over \$7.5 million in funding to support 11 community projects focused on reducing the impact of air pollution. These projects were spread across the State and included:

- Installing a PM sensor network in Bayview/Hunter's Point;
- Planting trees in East San Jose in the Bay Area;
- Providing asthma education and intervention programs in communities such as Fresno, Kettleman City, and Kern and Kings counties;
- Installing and maintaining air filtration systems in schools and homes; and
- Launching a diesel truck idling deterrence program in Southern California communities, including the San Fernando Valley and Southeast Los Angeles.

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

Cycle 4 Community Air Grants

The Community Air Grants (CAGs) exemplify equity-driven innovation, shaped by community priorities and needs to help address the persistent environmental challenges faced by overburdened communities. Under Blueprint 2.0, the CAGs were retooled to support grantees in developing Local Community Emissions Reduction Plans (L-CERPs) – a collaborative effort with air districts and CARB. L-CERPs represent a community-driven innovation, enabling Community Air Grantees to craft localized emissions reduction plans in partnership with their communities. This concept was conceived in 2021 through a Community Air Grant awarded to community-based organizations in Stanislaus, Madera, and Tulare counties (San Joaquin Valley).

Since 2024, CARB has awarded \$2 million in funding to eight additional L-CERP projects across the state to mitigate disproportionate effects of air pollution in impacted and vulnerable communities. CARB has funded 34 projects, totaling \$10 million in CAG funding in 2024, which are currently underway. Awarded projects include educational projects that provide resources to engage with communities and build community-capacity; and technical projects that help communities monitor local air quality and train community members on ways to reduce air pollution exposure.



Figure 13. Making Hope Happen Foundation's Cycle 3 Community Air Grant Project.

CAG project examples include:

- The Clean Water Fund in Kern County is conducting community outreach and engagement in Lost Hills to develop an L-CERP. The project aims to establish a shared governance structure for community involvement and create an action plan to address local air quality concerns.
- The Soboba Band of Luiseño Indians is developing a Tribal L-CERP to reduce emissions affecting the Soboba Reservation. The project will provide air quality data, training, and educational resources focused on pollution reduction, create local emissions inventory, and guide the community to develop an action plan to address key emission sources.
- The Del Amo Action Committee in Los Angeles County is conducting a comprehensive air toxics study that will measure local air pollution levels, document emission sources, and estimating cumulative health risks from all pollutants. The project also includes community education, training, and capacity-building initiatives for Los Angeles community members.

Record \$20.9 Million Funds Historic Number of Projects for Community Groups and Tribal Nations

In April 2025, CARB awarded a record \$20.9 million to 51 projects in Cycle 5 of the Community Air Grants program - doubling previous award amounts. The grants were distributed to 47 community-based organizations and three California Native American Tribes statewide, representing the largest funding allocation in the CAG's history.

These grants will empower communities to identify locations with the most harmful air emissions and implement community-driven solutions to either reduce residents' exposure to pollution or address the root causes of emissions. Cycle 5 funding supports organizations in some of California's most pollution-burdened regions, including Sacramento, Central Valley, Los Angeles, Bay Area, San Diego, and Imperial Valley.

Recognizing the urgent need to address persistent environmental challenges in California's most overburdened communities, particularly pollution-burdened and economically underserved areas, CARB implemented significant enhancements for Cycle 5:

- Increased maximum funding for educational projects from \$100,000 to \$300,000.
- Increased maximum funding for technical projects and L-CERPs from \$300,000 to \$500,000.
- Extended implementation timelines to better support L-CERP projects.

These strategic improvements demonstrate CARB's commitment to support community and tribal grantees in developing community-driven projects to reduce air pollution at the community level throughout the state.

The selected Cycle 5 CAG projects reflect the unique and diverse needs across the state and include community-driven air monitoring, improving public access to information about local pollution sources, reducing community exposure, and tracking progress on pollution reduction efforts. Examples of selected projects include:

- Just Cities Institute will transfer collective knowledge held by grassroots environmental justice leaders, academic researchers, cultural artists, former government officials, and technical assistance providers to provide transformative community education, community capacity building, and technical assistance to AB 617 communities, Vallejo and East Palo Alto residents. The project will include three training sessions for grassroots community leaders and government agency staff working on AB 617.

- Breathe Southern California will conduct an air quality assessment of the Sun Valley community in Los Angeles County to develop an L-CERP. The project will utilize town halls, community meetings, surveys, and focus/feedback groups. The project will also identify actions to address local air pollution through education, empowerment, advocacy, and community-building.
- Marie Harrison Community Foundation Inc. will design an air monitoring study and provide community engagement and workforce development to the southeast Bayview Hunters Point community.
- Coalition for Clean Air will conduct three in-person "All About Air Quality" education training "bootcamps" for community-based organization staff and community members to learn how to effectively engage in air quality issues and decisions that impact their communities.
- UNIDOS Network Inc. implement a community air monitoring network for PM_{2.5}, VOCs, and methane. UNIDOS will promote community resident participation at air quality meetings through strategic community engagement.

Cycle 5 CAG awardees will begin their grant term and projects in summer 2025. To learn more about Cycle 5 CAGs, visit this [webpage](#). To learn more about Cycle 3 and 4 CAGs and L-CERPs, visit CARB's [annual report](#) from last year.

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

Updates to Air Quality Information, Tools, and Other Resources

Annual Progress Update Storymaps

Last year, CARB launched *Community Air Protection Progress Storymaps* that uplift community stories, including the challenges, accomplishments, using community voices and provide a user-friendly, interactive, and visually engaging resource.

Building on the momentum of last year's Storymap renditions, this year's Storymaps will focus more specifically on community perspectives, highlighting what they consider successes and challenges in CAPP implementation. Highlights will be shared for the 19 selected communities, community air grantees (including L-CERP grantees), and CNCs.

Many air districts are developing innovative online tools and media to provide information. San Joaquin Valley's *2024 AB 617 Annual Report (English)* used a StoryMap approach to provide their annual report. South Coast AQMD has also developed an *AB 617 CERP*

Implementation Dashboard that presents the cumulative progress and status of CERP objectives.

Enforcement Division Storymaps

CARB releases an annual enforcement report that highlights its enforcement efforts across the state including in disadvantaged communities, summarizes recently closed cases, assesses compliance status in several programs, and provides detailed statistics about enforcement related program activities. CARB transitioned from a single report published once per year to an online format updated throughout the year to be more accessible to the public. Enforcement Division's StoryMaps can be found [here](#).

CommunityHub2.0 Available in Spanish

CARB continues to enhance *CommunityHub 2.0* - a user-friendly platform that offers information on specific communities, monitoring programs, and strategies for reducing community emissions, most recently with the launch of a *Spanish* version of CommunityHub 2.0. This represents a key opportunity to deepen engagement with mono-lingual Spanish speaking populations in the communities served by the CAPP.

En Inglés



CommunityHub 2.0

Inicio
Mapas de comunidades
Estrategias y acciones ▾
Financiamiento ▾
Recursos adicionales



"Fundamentos de la calidad del aire" (también disponible en inglés) es una serie de videos que presentan a la comunidad los conceptos fundamentales del control de la contaminación del aire y la reducción de emisiones de gases de efecto invernadero aquí en California.

Le damos la bienvenida a **CommunityHub 2.0**, un recurso para los participantes del Programa de Protección del Aire en la Comunidad.

Este portal incluye información sobre:

- las comunidades que forman parte del Programa de Protección del Aire en la Comunidad (Community Air Protection Program, CAPP) y su ubicación
- las estrategias y acciones de los Programas de Reducción de Emisiones en la Comunidad (CERP) desarrollados e implementados por las comunidades y los distritos de aire a lo largo del estado.
- cómo se financia el Programa de Protección del Aire en la Comunidad y dónde se invierte el dinero.



Mapas de comunidades



Estrategias y acciones



Financiamiento

Figure 14. CommunityHub2.0 Available in Spanish.

The CommunityHub 2.0 was also updated with newly available CAP incentives data that provides project funding through November 2024. The state strategy and actions dashboard was updated with a new and enhanced tool that allows users to select specific rules or regulation, air district, community or even a specific pollutant to visualize and quantify resulting emissions benefits. The newly launched CARB Statewide Regulations Dashboard enhances transparency by providing data on emissions reductions from statewide measures. (Action 4, page 20)

Over the next year, CARB staff will continue to improve the utility of CommunityHub 2.0 based on feedback and discussion with community partners, update the tool as new information becomes available, and partner with air districts to support data visualization products.

Updated CAPP Website

CARB has completed initial efforts to update and reorganize the [CAPP website](#). This includes:

- Redesigned CAPP homepage that highlights latest updates and easy to access to Program information;
- Established internal standard operating procedures to quickly and accurately update the website; and
- Improved Google Analytics integration to identify website visits for future improvements.

AQView

Launched in 2024, the latest version of community air monitoring data tool, [AQview 3.0](#), now includes a map that provides air quality information from over 7,000 independent sensors across California, data acquired from the implementation of 16 CAMPs, and 7 community networks established through CAGs from seven air districts across the State. Additionally, the latest version of AQview, now includes a Community Air Monitoring Systems Map that highlights the locations of ongoing community monitoring efforts across the state.

AQview offers community members easy access to air quality data for community-science-driven initiatives, ensuring transparency in how data are collected and processed. The interactive Data Catalog offers a comprehensive summary of the data available through the download tool. A detailed version of the data available in AQView can be found [here](#).

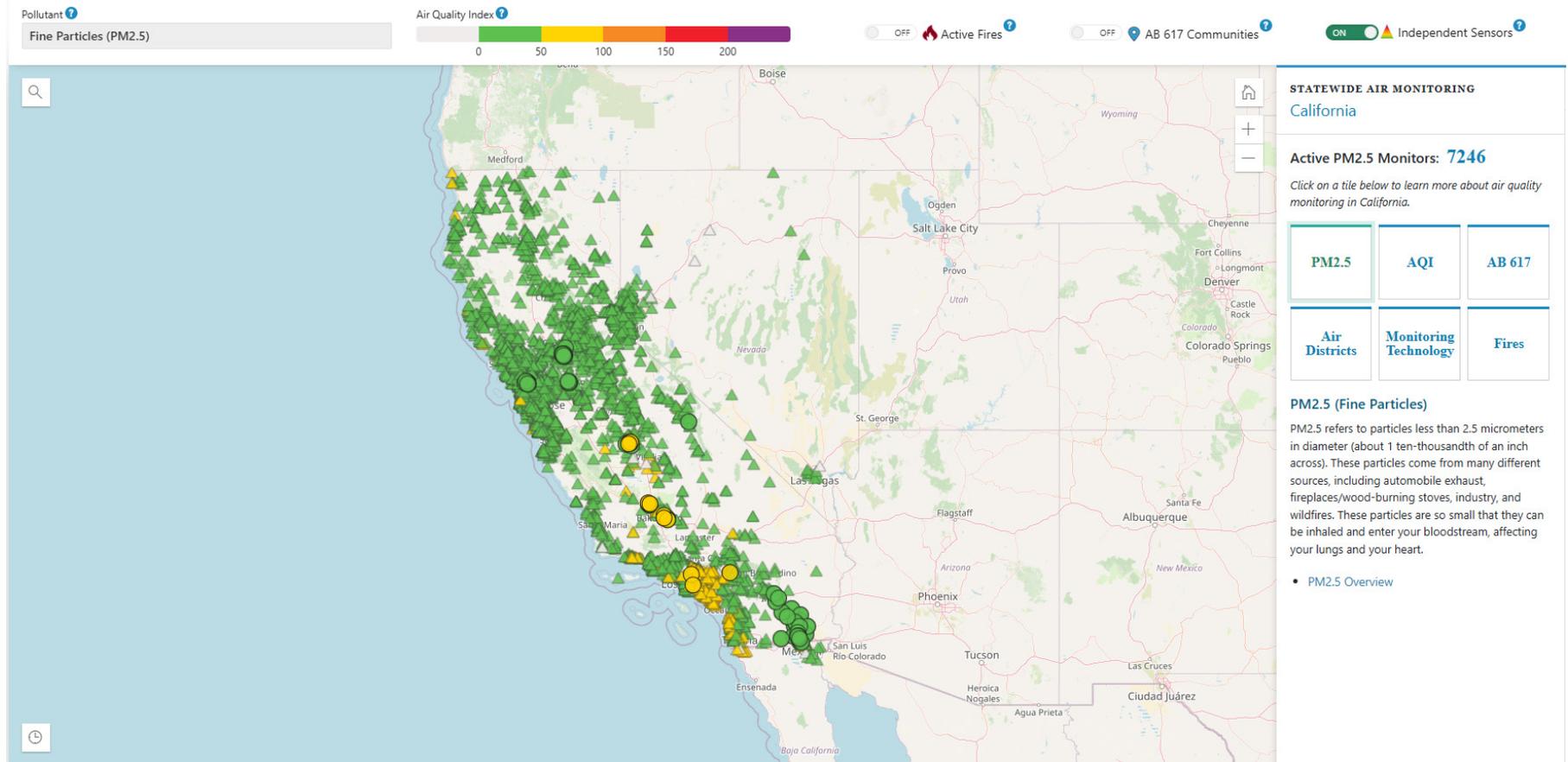


Figure 15. Screenshot of AQView online, featuring PM_{2.5} data from over 7,000 sensors across California.

California Air Toxics Assessment (CATA)

In December 2023, CARB launched an online data portal for its *California Air Toxics Assessment (CATA)*. This platform provides a user-friendly interface for community members to explore, visualize, and analyze the impact of toxic air contaminants at various geographic levels, including statewide, air basins, counties, local communities, or custom-defined areas.

The portal supports iterative assessments, allowing users to track changes in risks and examine the evolving importance of specific toxic species and emission sectors over time. Currently, the platform features interactive maps and analyses for the 2012 and 2017 assessments. CARB staff are actively developing the 2021 iteration, which will include an even more detailed statewide source apportionment of health risks. This enhancement aims to provide deeper insights into the distribution and sources of toxic air pollution.

Blueprint 2.0 Goals and Actions Tracker

A key lesson learned through the work of air districts and CARB in the CAPP has been the value of transparent systems of accountability in communicating progress and acknowledging setbacks and challenges. CARB and several air districts have created online progress trackers to communicate the implementation status of CERP actions.

While CSCs and air districts are diligently working to complete the CERP actions, CARB is equally dedicated to fulfill the goals and actions outlined in the Blueprint 2.0 and ensure they are realized within the five years since its adoption by the CARB Board (October 2023 – September 2028). This collaborative effort underscores a shared mission to drive meaningful progress and deliver lasting impact.

Later this summer, CARB will launch the Blueprint 2.0 Goals and Actions Tracker, a streamlined, user-friendly dashboard designed to provide real-time updates on the progress of goals and priority actions outlined in the Blueprint 2.0.

In the coming months, OCAP and partner CARB divisions will drive forward the implementation of Blueprint 2.0 actions, building on the momentum already achieved. Regular quarterly updates will be shared through the Blueprint 2.0 tracker, ensuring transparency and keeping stakeholders informed of ongoing progress. Staff will actively seek input and feedback from stakeholders and the newly reinvigorated AB 617 Consultation Group to refine and enhance the dashboard, ensuring it meets the needs of all users, advancing our shared mission for cleaner air and healthier communities.

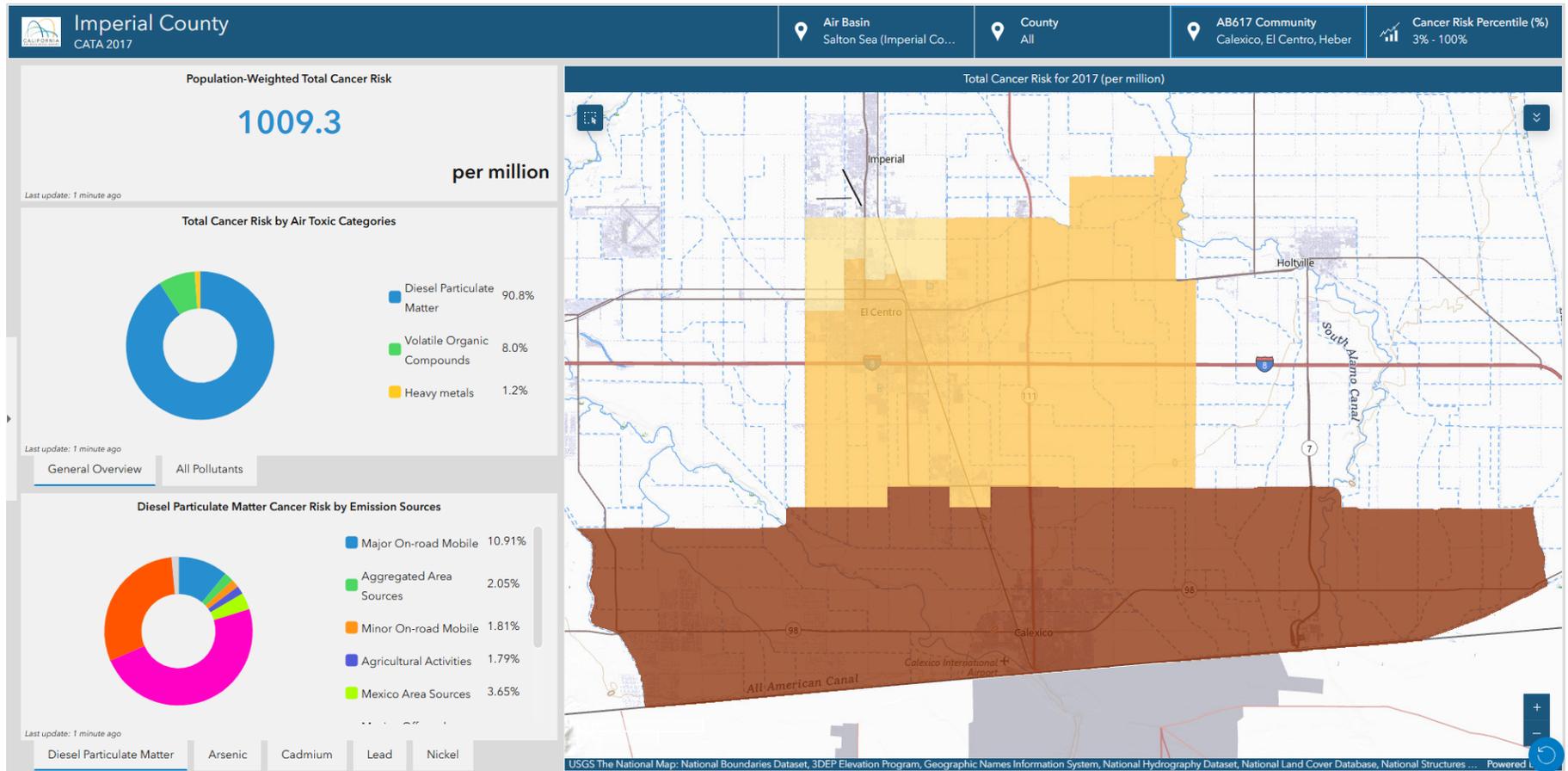


Figure 16. Screenshot of CATA online, featuring SDAPCD map with the International Border Community highlighted.