CALIFORNIA
AIR RESOURCES BOARD

Community Air Protection

BLUEPRINT

For Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring

October 2018

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This *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, including all appendices, is available at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.

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I. INTRODUCTION

Assembly Bill (AB) 617,[1] signed into law in July 2017, continues California's environmental leadership in establishing innovative new policies to improve air quality. The bill requires new community-focused and community-driven action to reduce air pollution and improve public health in communities that experience disproportionate burdens from exposure to air pollutants.

California's air quality programs are responsible for significant public health improvements through statewide and regional air quality planning requirements, advancement of technology-based solutions, and risk reduction efforts near industrial facilities. Over the last 25 years, ozone levels have dropped over 40 percent throughout the greater Los Angeles region, and the number of unhealthy ozone days has decreased 40 percent in the San Joaquin Valley. Levels of lead measured in the air are now 90 percent lower, and diesel particulate matter, which accounts for over two-thirds of the total known cancer risk from air pollution in the State, has dropped nearly 70 percent statewide.

However, certain communities continue to experience environmental and health inequities from air pollution. Communities near ports, rail yards, warehouses, and freeways, for example, experience a higher concentration of air pollution than other areas due to emissions from mobile sources such as cars, trucks, locomotives, and ships. Many of the same communities also experience pollution impacts from large industrial facilities such as oil refineries. Proximity to smaller sources like chrome platers, metal recycling facilities, oil and gas operations, agricultural burning, and fugitive dust likewise contribute to localized air toxics impacts in many communities across the State.

The greater air pollution burden in these communities can be measured. For example, while exposure to cancer-causing diesel particles has decreased substantially in all communities, including reductions in disadvantaged communities three times greater than other communities, exposure to diesel particles in disadvantaged communities remains on average twice that experienced in non-disadvantaged communities.[2]

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[1] Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017, modified the California Health and Safety Code, amending § 40920.6, § 42400, and § 42402, and adding § 39607.1, § 40920.8, § 42411, § 42705.5, and § 44391.2. See Appendix H for complete bill language.

[2] California Air Resources Board, *Air Quality Progress in California Communities*, July 23, 2016, available at: https://www.arb.ca.gov/board/books/2016/062316/16-6-2pres.pdf.

II. NEW COMMUNITY-FOCUSED FRAMEWORK

AB 617 is a significant step in transforming California's air quality programs to address air pollution disparities at the neighborhood level. It requires new, community-focused actions that go beyond existing State and regional programs to reduce exposure to air pollution in disproportionately burdened communities throughout the State, including statewide strategies and community-specific emissions reduction programs. The legislation also includes additional requirements that work together to support emissions reductions in communities through: accelerated installation of pollution controls on industrial sources like oil refineries, cement plants, and glass manufacturers; expanded air quality monitoring within communities; increased penalties for violations of emissions control limits; and greater transparency and improved public access to air quality and emissions data through enhanced online web tools (Figure 1).

Figure 1 Community-Focused AB 617 Elements

Most importantly, underpinning AB 617 is the understanding that community members must be active partners in envisioning, developing, and implementing actions to clean up the air in their communities. Figure 2 outlines the core elements of a new Community Air Protection Program (Program), the California Air Resources Board's (CARB) program to implement AB 617. As part of this process, we will align Program priorities and objectives with other CARB and air district actions to help achieve emissions reductions in disproportionately burdened communities, improve accountability and transparency, and promote collaborative partnerships between air districts, CARB, and community stakeholders.

Figure 2 New Actions under the Community Air Protection Program

Partnerships

- Partnerships with community members in Program development through community assistance grants and community steering committees, where community members and air districts will work together along with CARB to craft solutions for each selected community.*

New Statewide Actions

- New statewide actions to reduce emissions and public health impacts from sources concentrated within heavily impacted communities throughout the State and consideration of ways to target these actions to reduce localized exposure.

Targeted Community Actions

- Community-specific emissions reduction programs that will target new local actions to reduce emissions directly from sources contributing to the cumulative exposure burden within and directly surrounding selected communities.

Metrics

- Mechanisms for community members to assess the effectiveness of the Program through measurable outcomes, metrics to track progress, and annual public reports.

Land Use and Transportation

- Engagement with local land use and transportation agencies to help reduce the current impacts of sources that are located too close to residents and to avoid these situations in the future.

Incentive Investments

- Incentive investments to help purchase cleaner vehicles and equipment (and emissions capture and treatment technologies), with a focus on advancing zero emission technologies within and directly surrounding high cumulative burdened communities.

Monitoring

- More detailed information on air pollution within communities through new community air monitoring programs led by both air districts and community-based organizations.

Data

- Better data on air pollution sources impacting communities through new requirements for reporting emissions data and making data more accessible and user-friendly.

* The “Selection of Communities for Additional Focused Action” section of this document and Appendix B provide more detail on the process for recommending and selecting communities.

III. BUILDING THE COMMUNITY AIR PROTECTION PROGRAM

Pursuant to AB 617, the Program adds the new actions shown in Figure 2 to California's existing clean air efforts. It provides a formal mechanism to better support community efforts to address air pollution burdens in their communities and to integrate locally-driven solutions that go beyond existing State and regional programs to reduce exposure to air pollution into the State and air district's work to improve air quality. CARB and air districts will work with local residents to identify individual communities where focused reductions are needed to address disproportionate air pollution impacts. CARB and the air districts will work with community members and community-based organizations to develop new actions to reduce emissions and exposure. CARB and air districts will also work with other State, regional, and local agency partners to include community-level benefits in the development and implementation of all statewide and regional programs to reduce air pollution.

To jump-start emissions reductions in disproportionately burdened communities, the fiscal year 2017-2018 State budget included $250 million to help clean up heavily polluting mobile sources, like diesel trucks and buses. Further, the fiscal year 2018-2019 State budget includes an additional $245 million in funding for continuing AB 617 emissions reduction efforts.

A central requirement in AB 617 is for CARB and the air districts to work with local communities to identify what information is already available and what additional data needs to be collected to better understand air quality in their communities. For example, lower cost sensors and other emerging technologies can provide real-time measurements in more locations within communities to support daily health alert programs and record variations in air pollution across a community. These broader systems can complement the more expensive, regulatory-grade monitoring systems in place today. Under AB 617, air quality data from both community-operated and agency-operated monitoring will be made available to the public through easily accessible online tools. Additionally, CARB will also be providing greater access to community-level source and emissions data so the public can easily see the emissions sources near where they live.

Full development and implementation of AB 617 will take time as we work to understand and develop tailored solutions for specific communities impacted by different combinations of pollution sources. One of the first steps is for CARB to identify statewide strategies and incentive funding to reduce pollution in highly impacted communities across the State. CARB must also identify communities for the first set of emissions reduction programs. The communities selected in the first year of the Program will see additional new actions through potential regulations, focused incentive investments, enforceable agreements, and engagement with local land use authorities to reduce emissions and exposure to air pollution.

CARB must also identify communities where air districts will conduct community air monitoring. This monitoring will complement other community-oriented (e.g., fence-line monitoring, neighborhood monitoring near oil and gas production[3]) and community-led monitoring programs to expand coverage across the State. CARB expects there to be overlap in the communities selected for air monitoring and the communities selected for the first set of emissions reduction programs. Communities selected initially for monitoring only will be a priority for moving into an emissions reduction program in subsequent years, contingent on an assessment of the adequacy of data to inform effective program development, and the availability of adequate resources. By providing more information about local air pollution burdens and sources throughout the State, AB 617's new air monitoring data will inform the effectiveness of specific emissions reduction strategies and provide the basis for tracking progress in reducing air pollution at the community level.

We are proposing to begin with 10 communities in the first year of the Program, with the majority recommended for community emissions reduction programs, with most also including an associated monitoring component to establish baseline data for tracking emission reductions. Selecting initial communities impacted by a range of pollution sources will drive the development of strategies that can serve as models for action in other communities. In addition, the combination of air district and community-led air monitoring will enhance our ability to collect data to support actions to reduce emissions and help place data collection in the hands of community-based organizations. These efforts will provide important lessons that can be leveraged across communities as we grow the Program and continue incorporating a community-focused lens into our multiple planning efforts statewide.

Underlying the Program's core focus on achieving emissions reductions and tracking ongoing progress is the need to address public health risks that may be caused by air pollution exposure. Consideration of public health includes taking health risks into account in identifying and selecting emissions reduction strategies, evaluating health risks in the context of newly acquired air monitoring information, as well as exploring ways to better understand data on community health and its potential relationship to past or ongoing pollutant exposure.

Public health data[4] are included as factors in identifying and evaluating communities with high cumulative exposure burdens, and CARB will provide information on publicly available health data and community health projects through the online Resource

[3] More information on CARB's Study of Neighborhood Air near Petroleum Sources is available at: https://ww2.arb.ca.gov/our-work/programs/study-neighborhood-air-near-petroleum-sources.

[4] Individual and community health is influenced by many factors. In addition to air pollution, these factors can include exposure to other environmental hazards (e.g., drinking water contaminants, tobacco smoke), individual level vulnerability (e.g., diet, genetic factors), as well as structural determinants of health such as neighborhood poverty, racial/ethnic segregation, violence, access to food and health care, and lack of green space.

Center.[5] In addition, collection of community-level air quality data can help researchers, health professionals, and regulators better identify and address the influence of air pollution on health outcomes at the community level.

AB 617 can act as a catalyst for both local government and public health agencies to incorporate public health considerations in decisions concerning air quality. Implementation of AB 617 is also likely to underscore the need for additional public health data collection and tracking by State and local public health agencies. As part of the *California 2017 Climate Change Scoping Plan*, CARB is convening public meetings to solicit input on how best to incorporate health analyses into CARB's policy development and the up-front design of CARB programs.[6] CARB staff will also continue to collaborate with the Office of Environmental Health Hazard Assessment (OEHHA) and the California Department of Public Health on various public health-related activities associated with the implementation of AB 617.

IV. COMMUNITY-DRIVEN ACTION

Community members have intimate familiarity with their neighborhoods and a vision for what they want their communities to become. AB 617 creates a way to incorporate community expertise and direction into the development and implementation of clean air programs in communities. This central focus on local, community-driven action includes grants to support community-led efforts and capacity building and collaborative partnerships to design and implement new approaches to community air monitoring and community emissions reduction programs.

To create new, and foster existing, local partnerships, air districts will be responsible for convening a community steering committee using an open and transparent nomination process. The community steering committee will include community members who live, work, or own businesses within communities designated for focused action through community emissions reduction programs and community air monitoring, with the majority representation from community residents. Additional members may include: participants from local community-based environmental justice organizations and public health organizations that work in the selected community; schools; 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 strategies and programs, and will provide technical support and other input, along with staff from OEHHA, as appropriate.

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[5] CARB's online Resource Center is described in more detail in Appendix F.
[6] More information on the California Air Resources Board, *California 2017 Climate Change Scoping Plan*, November 2017, is available at: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

The community steering committee membership brings together an inclusive group of stakeholders with community knowledge, technical and scientific expertise, and the authority and responsibility for implementing effective solutions for cleaner air. In many communities, the proximity of emissions sources to nearby sensitive receptors like schools, homes, day care centers, and hospitals further exacerbates the cumulative exposure burden. Land use and transportation planning processes can also help address these proximity issues, as well as health protective mitigation measures and practices, like indoor air filtration or vegetative barriers to help reduce impacts. The Program and community steering committee membership may also facilitate strong partnerships between community members and local agencies that have the authority to address the exposure impacts of land use decisions, and to improve future decision-making.

As an initial commitment to support community organizations, the Legislature provided $5 million in the fiscal year 2017-2018 State budget for community assistance grants. In response, CARB created the Community Air Grants Program (Air Grants). The grants are designed to help local organizations engage closely in the AB 617 process and build capacity to become active partners in identifying, evaluating, and ultimately reducing exposure to harmful air emissions.[7] CARB received 65 applications, requesting a combined $18.9 million in funding. Applications were received from communities around the State and included innovative proposals for engaging communities in AB 617's local air quality improvement process. To respond to this high demand, CARB is awarding 28 projects totaling $10 million in funding.[8] This amount includes the $5 million appropriated in the fiscal year 2017-2018 State budget and an additional $5 million out of the $10 million appropriated in the fiscal year 2018-2019 State budget.

All of the grant awards will go to projects located in disadvantaged or low-income communities[9] and support partnership-building or other forms of collaborative efforts. The portfolio of grants reflects a geographic distribution from across the State, including rural and urban locations and several tribes. Projects, programs, and activities funded through the Air Grants reflect the unique needs of individual communities. These include projects that focus on community-driven air monitoring, dissemination of information on local emission sources, as well as the development of actions to reduce community exposure to pollution, and to track progress. However, the grant recipients also include a broader group of organizations that will enable multiple groups to build overall capacity and community leadership for future community emissions reduction

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[7] California Air Resources Board, *2017-2018 Grant Guidelines, California Assembly Bill 617: Community Air Grants Program*, February 26, 2018, available at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.

[8] More information on the projects CARB is awarding funding for is available at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.

[9] Senate Bill 535, De León, Chapter 830, Statutes of 2012, codified with Assembly Bill 1532, Pérez, Chapter 807, Statutes of 2012, in Health and Safety Code § 39711-39723; Assembly Bill 1550, Gomez, Chapter 369, Statutes of 2016.

programs in order to achieve the goal of AB 617 which is to broadly address the disproportionate air pollution burdens that persist across the State.

CARB will release a new grant solicitation for the remaining $5 million appropriated for fiscal year 2018-2019 after the CARB Governing Board selects first-year communities at the September 2018 Board meeting.

V. TIMELINE FOR ACTION

AB 617 sets out an ambitious schedule for Program development and implementation (Figure 3). CARB must set the overall requirements for the Program in consultation with the Scientific Review Panel on Toxic Air Contaminants,[10] air districts, OEHHA, environmental justice organizations, affected industry, and other interested stakeholders, in a statewide strategy and monitoring plan by October 1, 2018.[11] This includes identifying new strategies for reducing pollution in heavily burdened communities, selecting initial communities for further focused action, defining benchmarks for what goes in a community emissions reduction program, assessing current monitoring technologies and community air monitoring systems, and developing guidelines for the effective deployment of community air monitoring. The CARB Governing Board considered and approved staff's proposals for these Program requirements and considered and approved the selection of initial communities at its September 2018 Board meeting.[12]

AB 617 then directs air districts to develop and implement community emissions reduction programs and community air monitoring in partnership with residents and community stakeholders, adopt and enforce local regulations and other programs to reduce emissions in communities, and annually report on progress. AB 617 also directs CARB to consider selection of additional communities each year for further targeted action, as deemed appropriate.

[10] More information on the Scientific Review Panel on Toxic Air Contaminants is available at: https://www.arb.ca.gov/srp/srp.htm.
[11] California Health and Safety Code § 44391.2 and § 42705.5(b).
[12] The CARB Governing Board Resolutions from the September 2018 Board meeting that are associated with Program requirements and the selection of initial communities are included as Appendix J in this document.

Figure 3 Summary of Milestones[13]

July 2017

- AB 617 signed by Governor Edmund G. Brown Jr.

By October 2018

- CARB Governing Board selected communities for action in the first year and set the Program requirements; CARB launched the online Resource Center which included the Technology Clearinghouse to help identify the cleanest pollution control technologies and air monitoring assessments.

By Late 2018

- Air districts convene community steering committees for first-year communities and begin to develop the community emissions reduction programs and community air monitoring plans.

By January 2019

- Air districts develop expedited schedules for implementing best available retrofit control technologies, which must be implemented by the end of 2023.

By July 2019

- Air districts deploy monitoring in first-year communities selected for community air monitoring.

By October 2019

- Air districts adopt programs in first-year communities selected for community emissions reduction programs.

By December 2019 and Annually Thereafter

- CARB Governing Board considers the selection of additional communities, as deemed appropriate, for community emissions reduction programs and community air monitoring plans.

By Early 2020 and Annually Thereafter

- CARB Governing Board action on air districts' community emissions reduction programs.

By October 2020 and Annually Thereafter

- Air districts provide annual reports for community emissions reduction programs.

By December 2020 and Annually Thereafter

- Within one year of the selection of additional communities, air districts adopt community emissions reduction programs and implement/deploy community air monitoring.

By September 2023

- CARB Governing Board updates the statewide strategy, which must be updated at least once every five years.

[13] CARB staff will provide periodic updates to the CARB Governing Board.

While this *Final Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring* (Blueprint) establishes Program elements and requirements, Program implementation will be a dynamic and iterative process. CARB will collaborate with communities, air districts, affected industry, and other stakeholders to continually review and improve the Program. AB 617 requires CARB to update Program elements periodically and obtain approval from the CARB Governing Board.[14] In addition, an online Resource Center will support ongoing Program evolution by adding new features and materials as they become available. If necessary, CARB may clarify Program requirements by adopting changes to this Blueprint or by issuing advisories or additional guidance to enable effective implementation of the Program. CARB staff will also provide periodic updates to the CARB Governing Board.

A Draft Environmental Analysis was released as Appendix G in the *Draft Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*[15] on June 7, 2018 for a 45-day comment period, which ended on July 23, 2018. The Draft Environmental Analysis discloses potential environmental impacts and identifies potential mitigation specific to the Program required by the California Environmental Quality Act. A Final Environmental Analysis, Response to Comments on the Draft Environmental Analysis, and Supplemental Response to Comments on the Draft Environmental Analysis were publicly released prior to the CARB Governing Board consideration of this Blueprint document.

VI. PUBLIC ENGAGEMENT

Coordination with a wide variety of stakeholders is essential in helping to design and implement the Program at both the statewide and community level. In developing this Blueprint, we have received written comments from a number of stakeholders and conducted multiple outreach activities and different types of engagement, including: holding various community meetings and workshops, and participating in town halls, tours, and additional workshops organized by other public agencies and community groups. In addition, CARB staff presented information and received comments at multiple CARB Governing Board meetings, through individual and small group meetings and discussions, and continues to convene a multi-stakeholder consultation group[16] to provide input and guidance throughout Program implementation. CARB staff continues

[14] California Health and Safety Code § 42705.5(d) and § 44391.2.
[15] California Air Resources Board, *Draft Community Air Protection Blueprint for Selecting Communities, Preparing Community Emissions Reduction Programs, Identifying Statewide Strategies, and Conducting Community Air Monitoring*, June 7, 2018, available at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.
[16] Members of the multi-stakeholder consultation group include representatives from environmental justice organizations, air districts, affected industry, academic institutions, public health organizations, labor, and local and tribal governments. A roster of consultation group members is available at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.

to coordinate with air districts on additional outreach within their regions. This outreach and community participation is critical to the success of the Program and will continue throughout Program implementation.

Common themes expressed by community members, environmental justice organizations, affected industry, and other stakeholders during the public engagement process were:

- Provide a ground-up, community-based approach for Program implementation. Community members want to participate and be directly involved in designing solutions for their communities.
- Ensure transparency throughout the entire process of designing and implementing the Program. Work with community members to identify the best ways to make information accessible and user-friendly.
- Focus on air monitoring that will provide residents better information about their community and support actions to reduce emissions and exposure within communities. Establish criteria for developing and implementing community air monitoring so that monitoring data can support sound decision-making and action.
- Ensure a strong technical- and science-based foundation for addressing the most significant emissions sources that contribute to elevated health risk.
- Focus on immediate action in communities where the nature of the air pollution burden and contributing sources are well known.
- Include a core regulatory focus through new rulemaking commitments by both CARB and air districts, including a priority for zero emission technologies, to ensure the Program does not rely on incentives alone.
- Provide assistance through incentive funding programs and ensure the focus of these programs reflect a community-driven process and community priorities.
- Include incentives for small businesses that are part of the community to support efforts to reduce emissions. Enhance outreach efforts to connect small business owners to available resources and funding opportunities.
- Ensure that emission reduction measures maximize emission reductions, while considering cost-effectiveness and feasibility.
- Ensure that emissions do not increase in communities that are already heavily impacted.
- Develop and implement measures to reduce the impacts of emissions sources that are located too close to sensitive populations, such as mandatory setbacks and expedited zero emission technology implementation.
- Include city and county government participation in the development and implementation of the Program, and provide improved land use tools and guidance to support community education and advocacy.

- Incorporate a strong focus on public health, including the tracking of health data, the identification of data gaps, and improving the availability of information for the decision-making process.
- Focus community grant funding on prioritized communities and ensure funding is spent according to the priorities expressed by the communities.

CARB staff will continue to seek recommendations on Program design and adjust/refine outreach approaches as needed to be more effective. Written comments, including more detailed summaries of the comments and recommendations received to-date and how they have been addressed, are available on the Community Air Protection Program webpage at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.

VII. STRATEGIES TO DELIVER NEW REDUCTIONS IN IMPACTED COMMUNITIES STATEWIDE

AB 617 directs CARB to assess and develop measures to reduce air pollution in disproportionately burdened communities across the State. Identifying effective solutions will require multiple strategies and measures at both the statewide and local level to deliver emissions and exposure reductions directly within these communities, as well as the steps necessary to avoid decisions that have the potential to create new burdened communities (e.g., new or expanded warehouses that place warehouses or truck routes next to homes and result in large volumes of truck traffic through communities).

CARB has adopted a number of comprehensive air quality and climate plans over the last several years that lay out new emission reduction strategies. These plans include the *State Strategy for the State Implementation Plan*,[17] the *California Sustainable Freight Action Plan*,[18] *California's 2017 Climate Change Scoping Plan*,[19] and the *Short-Lived Climate Pollutants Reduction Strategy,*[20] along with a suite of incentive programs. These programs provide a broad foundation for the additional emissions reductions needed to reduce pollution in California's most heavily burdened communities.

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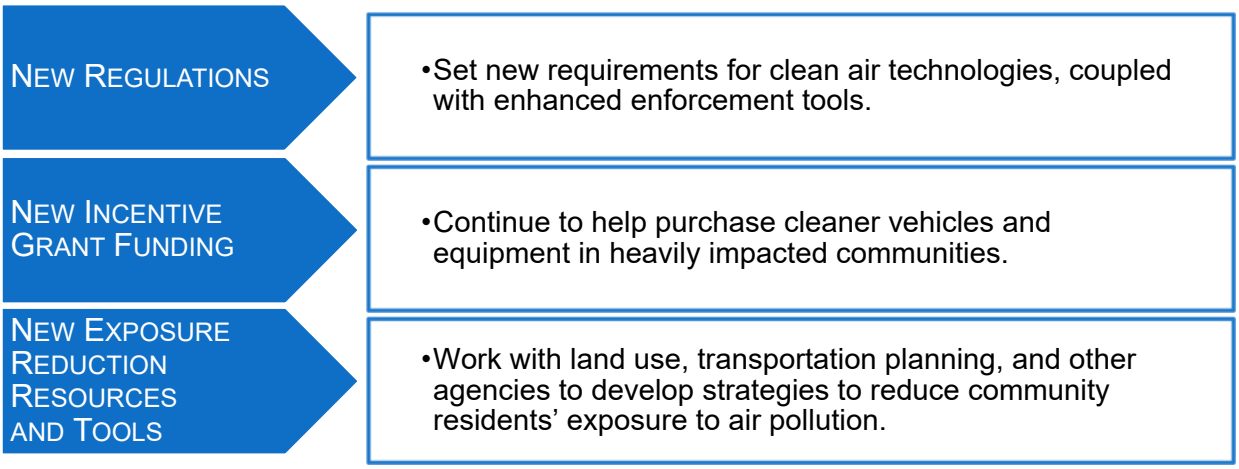
[17] California Air Resources Board, *Proposed 2016 State Strategy for the State Implementation Plan*, May 17, 2016, available at: https://www.arb.ca.gov/planning/sip/2016sip/2016statesip.pdf.
[18] California Department of Transportation, *California Sustainable Freight Action Plan*, July 2016, available at: http://www.dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/theplan.html.
[19] California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, available at: www.arb.ca.gov/cc/scopingplan/scopingplan.htm.
[20] California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: www.arb.ca.gov/cc/shortlived/shortlived.htm.

CARB staff have identified a multi-pronged set of actions that CARB and air districts will be undertaking, as well as specific guidance on the process for air districts to follow in identifying new local actions. These statewide actions reflect a coordinated suite of strategies (Figure 4) that leverage core efforts under our current air pollution and climate planning programs, with additional measures to provide a further focus on specific local exposure issues. As part of providing greater focus on reducing local exposure, CARB will also be considering how land use patterns and proximity to sensitive receptors and more targeted geographic approaches can be incorporated into State and air district regulatory strategies. These actions will reduce the air pollution burden in heavily impacted communities throughout the State, as well as provide reductions to support communities selected for preparation of community emissions reduction programs.

Figure 4 Suite of New Actions



CARB is also committed to working with communities and air districts to identify additional sources that may require further statewide action. CARB staff will update the CARB Governing Board on an annual basis on ongoing community-focused efforts and the need for additional regulations or other actions.

What New Regulations are Being Developed?

New regulatory measures are the focus of statewide actions to deliver more reductions in impacted communities. Developing effective solutions to reduce cumulative exposure burdens within impacted communities will require a combination of CARB and air district strategies. As part of implementing the air quality and climate plans described above, CARB staff are already developing a number of regulations to deploy next generation technologies on vehicles and equipment that are concentrated within heavily impacted communities. In addition to these core regulations, CARB staff have identified additional regulatory and enforcement actions[21] that CARB plans to take to provide a

[21] More information on CARB's additional regulatory and enforcement actions is available in Appendix F.

specific focus on key sources that significantly contribute to the higher air pollution levels in heavily burdened communities. To maximize community benefits, this will include a focus on zero emission technologies when feasible.

CARB staff will also be developing other, new measures to improve energy efficiency, require cleaner fuels, and reduce climate super pollutants, which can also help reduce air pollution in impacted communities and will closely coordinate with air districts on the development of any new air district regulations, including indirect source review rules. New CARB and air district statewide measures, many of which are already under development, cover the following range of sources:

- *For communities heavily impacted by freight sources –*
    - Expanded standards for clean operation for ships while they are in port.
    - New stationary operating time limits and transition to zero emission operation for certain populations of transport refrigeration units at warehouses.
    - Zero emission requirements for forklifts.
    - Petitioning the U.S. Environmental Protection Agency (U.S. EPA) for cleaner locomotive standards.
    - Zero emission requirements for cargo handling equipment.
    - Zero emission requirements for drayage trucks.
    - Evaluating new cleaner requirements for older locomotives and restrictions on idling.
    - New cleaner standards for commercial harbor craft.
    - Focused enforcement of freight regulations (e.g., at freight hubs, warehouses, distribution centers, transloading facilities, storage yards) and development of community programs for complaint reporting.
- *For communities heavily impacted by traffic –*
    - New clean car standards and sales requirements for zero emission cars.
    - New clean truck standards; new testing and warranty requirements to make sure trucks remain clean over their lifetime.
    - Zero emission requirements for delivery trucks, buses, and airport shuttles.
    - Strategies to help reduce the tampering and theft of catalytic converters from passenger vehicles.
    - Screening programs within communities to make sure trucks and other off-road equipment meets emission standards.
- *For communities heavily impacted by other equipment –*
    - Zero emission requirements for airport equipment.
    - Zero emission requirements for lawn and garden equipment.
    - Assessing opportunities for zero emission requirements for other off-road equipment.

- *For communities impacted by stationary sources –*
    - Air district development of expedited schedules to implement best available retrofit pollution controls on certain industrial sources by 2023,[22] including facilities such as oil refineries, cement plants, glass manufacturers, and oil and gas operations.
    - Amendments to CARB toxic control measures for chrome plating and composite wood products.
    - CARB suggested control measure for commercial cooking to reduce emissions of fine particles and air toxics.

In developing the expedited schedules for implementing best available retrofit pollution controls, air districts must prioritize the retrofit of emissions sources that have not been addressed for the longest period of time to promptly reduce emissions in communities located near these sources. CARB will support this effort by developing an online searchable database (Technology Clearinghouse[23]) with information on current cost-effective control requirements being implemented by air districts, along with supplemental information on next generation technologies. Air districts will also continue to implement regional plans for ozone and fine particles, Assembly Bill 2588[24] Air Toxics "Hot Spots" programs, along with local risk reduction measures for specific sources in their region.

As described in the prior section, this Blueprint also includes specific guidance on the types of actions and the process for identifying and evaluating further local pollution reduction strategies to be included as part of each community emissions reduction program. While the individual strategies will vary by community, the criteria establish a minimum baseline for the types of strategies to be considered and discussed with the community steering committees, including: adopting more stringent emissions limits and improved control techniques, permitting requirements for new sources, enhanced enforcement to deal with local compliance issues, and coordination with local land use and transportation agencies. The result should include new strategies to address air pollution from stationary, mobile, and area-wide sources that contribute to the cumulative emissions and exposure burden. CARB staff will coordinate with air districts on the development of these strategies, as well as review the community emissions reduction programs, to ensure they include appropriate measures for key sources.

[22] California Health and Safety Code § 40920.6(c).
[23] California Health and Safety Code § 40920.8.
[24] Assembly Bill 2588, Air Toxics "Hot Spots" Information and Assessment Act, Connelly, Statutes of 1987, California Health and Safety Code § 44300.

WHAT NEW INCENTIVE GRANT FUNDING IS AVAILABLE FOR EARLY ACTIONS?

Incentive programs are an important complement to regulations by providing grant funding to help purchase cleaner vehicles and equipment that provide early or extra pollution reductions. Existing State and local programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program,[25] the Proposition 1B: Goods Movement Emission Reduction Program,[26] and the Lower-Emission School Bus Program,[27] have been providing funding for cleaning up the existing fleets in communities throughout California. To further support the implementation of AB 617, the 2017-2018 State budget appropriated $250 million of proceeds from the State's Cap-and-Trade program to achieve immediate reductions through grants for cleaner vehicles and equipment in impacted communities. Administered by the air districts, this grant funding focuses on the replacement of vehicles and equipment that spend a substantial amount of time in impacted communities, with a priority on zero emission technologies. Air districts, working with communities, are identifying the types of investments in consideration of community priorities that best support community needs, with at least 70 percent of the funds invested in projects that benefit disadvantaged communities.[28]

The fiscal year 2018-2019 State budget includes an additional $245 million for incentive funding for continued support of early actions under AB 617. These funds are to be allocated to projects consistent with priorities identified by the affected community in a transparent, meaningful, public process.[29] Similar to the fiscal year 2017-2018 funding, this funding focuses on purchasing cleaner vehicles and equipment, prioritizing zero emission equipment, and the ability to purchase infrastructure to support zero emission vehicles, with a priority for medium-duty and heavy-duty vehicles. This funding can also be used to reduce emissions from stationary sources, including zero emission technologies, along with programs that are consistent with actions identified in a community emissions reduction program. Distribution of this funding will include a separate public process.[30]

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[25] Additional information for the California Air Resources Board *Community Air Protection Program Funds Supplement to the Carl Moyer Memorial Air Quality Standards Attainment Program* is available at: www.arb.ca.gov/msprog/moyer/moyer.htm.
[26] Additional information for the California Air Resources Board *Proposition 1B Goods Movement Emission Reduction Program* is available at: www.arb.ca.gov/bonds/gmbond/gmbond.htm.
[27] Additional information for the California Air Resources Board *Lower Emissions School Bus Program* is available at: https://arb.ca.gov/msprog/schoolbus/schoolbus.htm.
[28] Additional information on investment requirements are provided in the California Air Resources Board, *Board Resolution 18-15*, April 27, 2018, available at: https://ww2.arb.ca.gov/board-resolutions.
[29] Senate Bill 856, Budget Act of 2018, Chapter 30. Statutes of 2018.
[30] Additional information on this public process is available at: https://www.arb.ca.gov/msprog/cap/capfunds.htm.

In addition to this new incentive funding, CARB will work with the air districts to leverage other incentive programs such as the Low Carbon Transportation Investments,[31] Volkswagen Environmental Mitigation Trust,[32] and air district funding programs as community emissions reductions programs are developed and implemented. This will also include increasing public participation and outreach activities to community members and small business owners in the community to help deliver funding to those who need it the most.

WHAT NEW LAND USE RESOURCES AND TOOLS ARE BEING DEVELOPED?

In many communities, the proximity of emissions sources to nearby sensitive receptors like schools, homes, day care centers, and hospitals further exacerbates the cumulative exposure burden. Land use and transportation planning processes can also help address these proximity issues, as well as health protective mitigation measures and practices, like indoor air filtration, solider barriers, or urban greening to help reduce exposure. Land use and transportation planning policies are primarily under the jurisdiction of local municipalities, counties, and regional planning agencies, implemented primarily through zoning ordinances that specify acceptable uses for land, general plans that establish high-level direction for land use development, and transportation planning documents that include criteria for specific transportation projects. CARB is developing a number of tools and resources to better support engagement on land use and transportation strategies in impacted communities. These include:

- Identifying best practices for outreach, land use, and transportation planning.
- Developing guidance and providing comment letters on proposed projects on how air quality considerations and the availability of zero emission technologies should be analyzed through the project approval process.
- Developing a Freight Handbook[33] that will identify best practices for siting, design, and operation of freight facilities.
- Developing updated guidance on conducting risk assessments for gas stations.
- Compiling resources on health data to enhance the consideration of public health in the local decision-making process.

CARB is compiling these materials and has begun making them publicly available through an online Resource Center, which will provide a one-stop shop to obtain data,

[31] Additional information for the California Air Resources Board, *Low Carbon Transportation Investments* is available at: https://www.arb.ca.gov/msprog/aqip/aqip.htm.
[32] Additional information for the *Volkswagen Environmental Mitigation Trust* is available at: https://www.arb.ca.gov/msprog/vw_info/vsi/vw-mititrust/vw-mititrust.htm.
[33] More information on the development of a Freight Handbook is available at: http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/main.html.

guidance, and information on tools and resources that can help achieve cleaner, healthier air.

VIII. SELECTION OF COMMUNITIES FOR ADDITIONAL FOCUSED ACTION

CARB staff are following a three-step public process to recommend communities to the CARB Governing Board for consideration, as summarized below. AB 617 instructs CARB to prioritize disadvantaged communities and locations with sensitive populations (i.e., where children and older adults live, work, or attend school) using existing air quality monitoring information, public health data, and other relevant information.

STEP 1 – IDENTIFICATION OF POTENTIAL COMMUNITIES

CARB staff developed, and will update annually, a broad list of communities for inclusion in the Program, drawing from recommendations from air districts, communities, consultation with OEHHA, and CARB's own understanding of air pollution data.[34] This is to ensure that the list of communities reflects the first-hand knowledge of local air quality impacts and the concerns of community members and community-based organizations. In addition, as AB 617 tasks the air districts with developing and implementing the community emissions reduction programs and community air monitoring, it is critical they work with local communities throughout the community identification and selection process. CARB staff will also review existing air pollution, health, and environmental data to identify any gaps and to supplement the lists received from community members and air districts, to ensure that the CARB Governing Board considers a comprehensive set of communities. The list of currently nominated communities can be found at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.

STEP 2 – ASSESSMENT OF THE CUMULATIVE AIR POLLUTION EXPOSURE BURDEN IN EACH COMMUNITY

CARB staff will work with air districts and OEHHA to annually evaluate cumulative air pollution burdens within each community on the list compiled in Step 1. This evaluation will inform staff's community recommendations to the CARB Governing Board to consider the selection of communities. The factors that will inform CARB staff's evaluation include, but are not limited to:

[34] Technical criteria, requirements for public process, and timelines for the 2018 community self-nominations and air district recommendations are provided in CARB's *draft Process and Criteria for 2018 Community Selections* available at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program.

- *Exposure to air pollution* –
    1. Concentrations of ozone, particle pollution, and toxic air pollutants from measurements, air quality modeling, or other information quantifying air pollution exposure burden.
    2. Density of air pollution sources and the magnitude of emissions within the community from mobile and stationary pollution sources.
    3. Cancer risk estimates based on existing or new air quality modeling that characterizes the burden faced by the community.
- *Sensitive populations* –
    4. Sensitive populations including children, individuals with preexisting health conditions, and the elderly at homes, schools, hospitals, and day care centers located in close proximity to mobile and stationary emissions sources of concern, including roadways.
- *Other measures of vulnerability to air pollution* –
    5. Public health data that are representative of the incidence or worsening of disease related to air quality such as the prevalence of asthma, heart disease, low birth weights, and premature mortality.
    6. Socio-economic factors, such as poverty levels and unemployment rates.

STEP 3 – SELECTION OF COMMUNITIES

CARB staff will develop recommendations for the CARB Governing Board to consider for that year of the Program's implementation. The full number of California communities with high cumulative air pollution exposure burdens will far exceed a single year's capacity to successfully develop and implement community air monitoring or community emissions reduction programs. Therefore, the selection of initial communities will also include a description of near-term actions to reduce emissions and exposure in disproportionately burdened communities throughout the State. See Appendix D for a description of statewide actions.

As part of CARB staff's recommendation to the CARB Governing Board, staff will evaluate additional considerations to inform the Board when considering its selection of communities. These considerations include:

- *Regional diversity* – Building capacity and supporting existing community-led solutions in multiple air districts.
- *Sources* – Selecting a mix of communities with varying air pollution sources to support development of a range of emissions reductions strategies that can be used as a model for other, similar communities. The pollution source mixes that CARB will consider to support strategies that benefit different types of highly burdened communities include, but are not limited to:

- Freight-related pollution sources.
- Specific industrial sources that are common in disproportionately burdened communities (e.g., metal plating and recycling facilities; oil and gas production and refining).
- Urban mixes of traffic, commercial, and residential sources of air pollution.
- Rural sources of air pollution (e.g., agricultural burning, fugitive dust).
- Pollution sources along the U.S.-Mexico border.

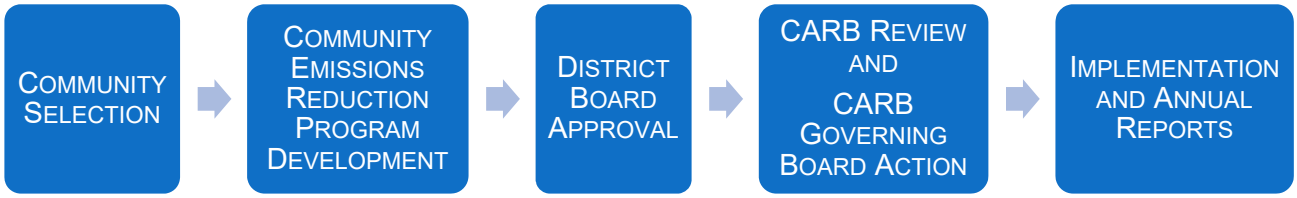
While CARB staff are not recommending a specific or uniform size for selected communities, in general, staff recommend preliminary geographic boundaries for selected communities that reflect an area that lends itself toward addressing specific air pollution issues, and that can ensure focused and measurable actions and provide a cohesive community partnership. Air districts will work with the community steering committees to finalize community geographic boundaries.

Communities included on the broad list (Step 1), will either be selected by the CARB Governing Board for a community emissions reduction program and/or community air monitoring, or will remain on the candidate list for future year consideration (Step 3). If a community is selected by the CARB Governing Board for air monitoring only, it will be a priority for the selection of an emissions reduction program in subsequent years. This consideration will be contingent upon a recommendation by the community steering committee, the available data are sufficient to support an emissions reduction program, and the availability of adequate resources. CARB and air districts will also continue to implement broader State and regional programs to improve air quality so all highly burdened communities will see ongoing benefits prior to additional action through the AB 617 process in future years. These efforts include CARB and air district freight-related measures, statewide and local climate investments, and enforcement of emissions rules and regulations throughout the State, which are described in the "Strategies to Deliver New Reductions in Impacted Communities Statewide" section of this document.

IX. REQUIREMENTS FOR COMMUNITY EMISSIONS REDUCTION PROGRAMS

Once CARB selects communities for community emissions reduction programs, air districts must develop local programs in partnership with community members, CARB, and other stakeholders, based on criteria set by CARB. These community emissions reduction programs must include new actions (e.g., regulations, enforcement, incentives, enforceable agreements) that go beyond existing efforts to further reduce air pollution disparities. The air districts' deadline to adopt the community emissions reduction programs is one year from community selection, which is October 1, 2019 for the first set of communities selected. Figure 5 provides an overview of the community emissions reduction program process.

Figure 5 Overview of Community Emissions Reduction Program Process

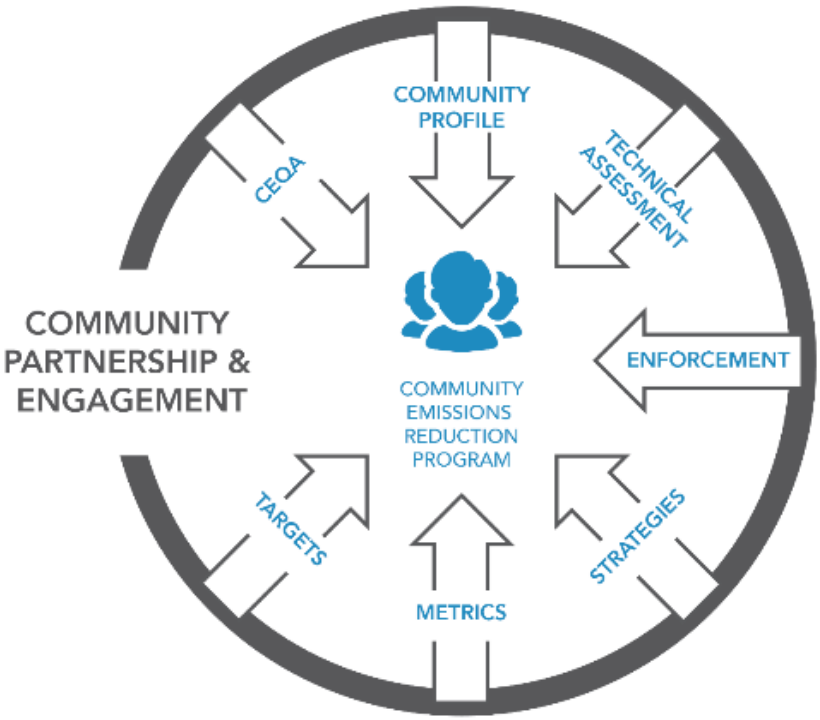


The overall elements for inclusion in the community emissions reduction programs are summarized in the checklist provided in Table 1, with a detailed checklist provided in Table C-1. CARB will review each air district's community emissions reduction program to ensure they meet the requirements and will reduce air pollution exposure in the designated community. The detailed checklist will form the basis for CARB's review process and, after a public comment period, each community emissions reduction program will be presented to the CARB Governing Board for action. The CARB Governing Board may take one of four actions in considering a community emissions reduction program: approve, conditionally approve, partially approve, or reject (collectively represented as a CARB Governing Board action). CARB is committed to working closely with the air districts and the community steering committees throughout community emissions reduction program development to track progress and ensure effective implementation.

What Will Each Community Emissions Reduction Program Include?

Figure 6 provides an overview of the required elements of a community emissions reduction program.

Figure 6 Community Emissions Reduction Program Required Elements



COMMUNITY STEERING COMMITTEE

To ensure a collaborative partnership in developing the community emissions reduction programs, air districts must form local steering committees using an open and transparent nomination process, that is composed of community members who live, work, or own businesses within each community (e.g., community residents, small businesses, facility managers/workers, school personnel).[35] To ensure that the community steering committee focuses on the needs of the residents, a majority of the members must be community residents. Business perspectives must also be reflected in the community steering committee membership. This can include the owners of small businesses which are important community voices, locally-based business associations, as well as larger industrial sources, but committee membership must draw from workers or managers from the facility itself to keep the focus on the community. The final community steering committee membership should reflect the diverse makeup across the selected community.

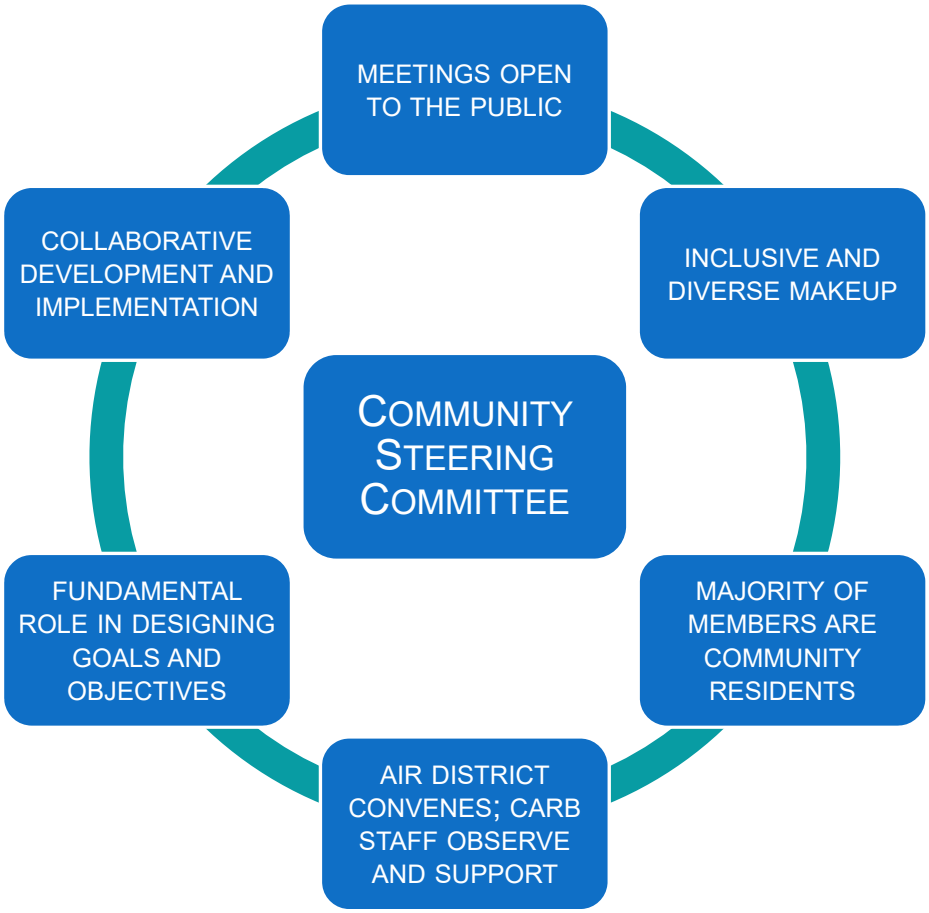
Air district staff will serve as the conveners of the public meetings. Additional members may include: participants from local community-based environmental justice organizations and local public health organizations that work in the selected community;

[35] Successful examples of community-focused governance are available in the online Resource Center.

schools; 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.

CARB staff will participate as observers to support discussion related to CARB strategies and resources, and will provide technical support and other input, along with staff from OEHHA, as appropriate. The community steering committee meetings must be open to the public, with materials publicly available in advance. In convening and coordinating the community steering committee, the air district should work with the steering committee to establish a charter to clearly set out the committee process and structure. Community steering committee meetings will include public agendas posted on the air district's webpage (at least a week in advance of the scheduled meeting) and made available to the community through other mechanisms, as appropriate. The air district's webpage should also identify community steering committee members and include materials related to past and upcoming meetings. Figure 7 highlights some key components of a community steering committee.

Figure 7 Community Steering Committee



Technical Foundation

To provide a strong scientific foundation, community emissions reduction programs will include a technical assessment that characterizes the community-specific air pollution challenges and identifies key pollutants to be addressed in the community emissions reduction program, and contributing stationary, mobile, and area-wide sources. This technical assessment will provide a community profile of baseline pollution, public health, and socioeconomic factors that affect the community, and support the development of emissions and exposure reduction targets and strategies.

Documents to guide the technical assessment are provided in the online Resource Center, including guidance on the development of community-level emissions inventories and methodologies for identifying and assessing contributing emission sources. These documents will be updated by CARB staff to reflect advances in technical tools and methodologies over time as the Program matures.

Measureable Targets

While regional planning efforts provide an overall foundation for meeting clean air standards, the community emissions reduction programs will be designed to focus on health-based air quality objectives for reducing emissions and exposure caused by local sources within and directly surrounding the selected communities. These objectives can include reducing levels of fine particles to improve health outcomes and maximizing progress in reducing exposure to air toxics such as diesel exhaust, benzene, toxic metals, and others. Establishing specific, quantifiable, and measurable targets is critical to guide strategy development, track progress over time, and provide the baseline from which emissions reductions can be tracked and reported.

To provide concrete metrics to track implementation, each community emissions reduction program will include specific outcomes associated with deployment of clean technologies, compliance with regulations, and reducing exposure due to proximity to air pollution sources, which will inform the emissions reduction targets required by AB 617 and proximity-based goals. These could include, for example: the number of zero emission trucks, cargo handling equipment, or public and school buses; the number of older wood stoves replaced with cleaner units; or commitments to work with local cities and counties to change truck routes or establish defined setbacks from air pollution sources to protect sensitive populations. The air districts must work with the community steering committee to set emissions reduction targets and proximity-based goals and estimate the emissions reductions expected from meeting these concrete milestones to ensure steady progress toward the meeting the air quality objectives.

Near-Term Deadlines

Each community emissions reduction program will define actions (which are described in the “Implementation Strategies” section of this document) to meet the targets to be

achieved within five years, along with an implementation schedule that includes immediate and annual actions over the five-year timeframe.

Implementation Strategies

This Blueprint includes specific guidance and direction on the process for air districts to work with the community steering committee to conduct a comprehensive assessment and identify cost-effective emissions reduction strategies in each of the following areas as applicable. Each strategy will include a timeframe for action and implementation. These strategies will complement actions included in existing programs, but will also require new approaches to accelerate and focus direct reductions in emissions and air pollution exposure within the community to meet the emissions reduction targets:

- New rules and regulations including the evaluation of more stringent control limits, consideration of indirect source rules and enforceable agreements, and a focus on zero emission technologies where feasible.
- Use of best available control technologies in developing air quality permits for new and modified sources.
- Facility-specific risk reduction audits.
- Incentives to promote accelerated turnover to cleaner technologies; including helping to connect community members and small businesses with funding opportunities and to support them throughout the process.
- Enforcement strategies and enforceable agreements to help ensure rules and regulations achieve their expected reductions.
- Engagement with local agencies on land use and transportation strategies such as setbacks, buffer zones, urban greening, alternative truck routing, and strategies to encourage reductions in vehicle miles travelled.
- Measures to mitigate the impacts from ongoing air pollution such as solid or vegetative barriers and installation of air filters in homes within the community.

CARB will work with air districts to implement feasible actions to reduce emissions and exposure that are identified in parallel with the development of a community emissions reduction program.

Similarly, as successful community-based strategies are identified, CARB will work with air districts to implement these strategies in other communities so that benefits can be realized statewide.

WHO HAS THE AUTHORITY TO IMPLEMENT ACTIONS?

AB 617 establishes new requirements to help improve community health by reducing emissions of criteria air pollutants and toxic air contaminants. The strategies and criteria included in this Blueprint use the most direct and effective combination of authorities to maximize emission reductions and reduce residents' cumulative exposure burden. This includes new actions for mobile, stationary, and area-wide sources consistent with CARB and air district authorities for these pollutants, along with enhanced coordination and engagement with other State and local land use and transportation agencies who have primary jurisdiction over complementary actions.[36]

In general, CARB is responsible for statewide measures to ensure compliance with State and federal air quality standards.[37] This includes authority to reduce criteria air pollutants and toxic air contaminants related to mobile sources, fuels, and consumer products. CARB also issues control measures for stationary sources of toxics, which are implemented, in part, by air districts. CARB has broad authority to develop measures to reduce greenhouse gases and while greenhouse gases are not harmful to human health at ambient levels, greenhouse gas reductions may also reduce criteria air pollutants and air toxic contaminants. Statewide measures may include a variety of approaches to reduce emissions and, in some cases, CARB regulations may include provisions to reduce specific exposures near sensitive receptors.

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 also have the authority to establish best available control technologies and best available retrofit control technologies requirements and 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.

Cities, counties, and other local agencies are responsible for land use planning and zoning, which cover siting, design, and permitting for new or modified facilities. Zoning codes can include design requirements to mitigate exposure (e.g., mandatory setbacks,

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[36] This discussion generally describes the state of the law; however, this general discussion is not intended as binding or comprehensive and interested readers should refer to regulatory determinations in particular cases and rulemakings for further details.

[37] Several other State agencies have regulatory responsibility over sources of air pollution. For example, the Department of Pesticide Regulation addresses toxics that are pesticides in their pesticidal use. Air districts and CARB also have the authority to regulate facilities emitting such substances beyond those uses. More information on the California Department of Pesticide Regulation is available at: https://www.cdpr.ca.gov/. Additionally, the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources establishes requirements and issues permits for all oil and gas wells and related operations in California. Many of these facilities must also comply with additional municipal requirements and CARB or air district air quality rules and regulations. More information on the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources is available at: http://www.conservation.ca.gov/dog/.

buffers, barriers). Any given development project may require permits or approvals from multiple agencies. For example, land use planners provide zoning permits, air districts are responsible for permitting allowable emissions from facilities, and transportation agencies approve projects like roadway expansions.

How Will Enforcement Strategies Support Program Implementation?

Enforcing regulations is critical to achieving regional and local air quality goals, and CARB and the air districts will work together to implement new enforcement strategies. Community emissions reduction programs will work to address existing compliance issues impacting the community and ensure that new strategies achieve emissions reductions through:

- Setting specific goals to improve compliance.
- Developing and supporting a dedicated enforcement team to conduct community-level outreach.
- Establishing near-term enforcement strategies for existing air quality rules and regulations.
- Developing and implementing an enforcement plan that assesses existing non-compliance issues, identifies specific approaches to enhance complaint reporting and compliance, develops a process to track enforcement activities and identify solutions, and discusses enforcement mechanisms for new strategies.

How will We Ensure each Community Emissions Reduction Program Delivers Real Reductions?

Community emissions reduction programs must not simply be planning exercises, but need to result in real actions to improve air quality by achieving quantifiable emissions reductions. Ensuring emissions reductions occur requires a multi-step process that is the primary responsibility of the air districts, CARB, affected industry, and community members and CARB will have an ongoing role in program review and implementation.

CARB's ongoing role in the review and implementation of community emissions reduction programs includes:

- Community steering committee observation.
- Governing Board Action.
- Reviewing of annual progress reports.
- Providing updates to the Governing Board.

Each community emissions reduction program should include the following:

- Active community member participation in the development and implementation of community emissions reduction programs.
- Requirements for quantifiable emissions reduction targets from current baseline levels and measureable outcomes to drive action.
- Identification of new actions that are above and beyond existing State and regional programs.
- CARB review and CARB Governing Board action on the community emissions reduction programs after air district adoption, which includes a public comment period and CARB Governing Board meeting where communities can provide recommendations for CARB Governing Board consideration.[38]
- Annual quantifiable metrics documenting the amount of emissions reduced, the implementation status of each strategy, and enforcement activities to track progress and clearly communicate how the community emissions reduction program will be assessed.
- Tracking and public reporting of metrics of progress by air districts, CARB, and community members to allow all participants to assess implementation and hold agencies accountable.
- Annual public reports to the air district boards and CARB Governing Board on key program milestones, including emissions reductions and regulatory actions.[39]

[38] The CARB review and consideration for approval process is described in more detail in Appendix C, "CARB Review."
[39] More detail on the annual public reports that will be provided to air district boards and the CARB Governing Board (including health-related benefits for the community and relevant land use or permitting issues) is available in Appendix C and Appendix F.

Table 1 Checklist for CARB Review of Air District Community Emissions Reduction Programs[40]

Category	Element	Description	✓
Community partnerships and public process	Community partnerships	Establishes a community steering committee to inform the development of major program elements.	☐
	Public outreach	Includes public workshops, community meetings, and a community-specific webpage, including accessibility considerations.	☐
What are the air pollution challenges facing the community?	Community profile	Describes community characteristics including air pollution impacting the community, current baseline of public health data, and the community geographic boundary in sufficient detail to inform inventory reporting and other specific community-directed actions. Air districts will work with community steering committees to finalize community geographic boundaries.	☐
	Technical foundation	Identifies a baseline from which emissions reductions can be measured, air pollutants and sources contributing to the cumulative exposure burden, compliance issues in the community, sensitive receptor locations, and land use issues impacting exposure.	☐
What are the solutions?	Targets	Specifies commitments for five-year compliance and technology deployment goals, emissions reduction targets to be achieved for identified air pollutants, and proximity-based goals to reduce exposure.	☐
	Strategies	Evaluates and includes new strategies including direct emissions reductions and engagement with local agencies on land use, transportation, and mitigation.	☐
	Implementation schedule	Identifies immediate and annual actions over the five-year timeframe.	☐
How will we track progress over time?	Enforcement plan	Includes a three-year enforcement history, compliance goals, enforcement mechanisms, and community outreach.	☐
	Metrics to track progress	Identifies annual and multi-year metrics.	☐
	Annual reports	Provides public status updates on all strategies and metrics to track progress.	☐

[40] Community emissions reduction programs are described in more detail in Appendix C.

X. DEVELOPING ACTION-ORIENTED COMMUNITY AIR MONITORING PLANS

As discussed previously, in addition to selecting communities for the development of community emissions reduction programs, CARB must also select communities where air districts will conduct community air monitoring. This monitoring will enhance our understanding of pollution impacts within selected communities, and support effective implementation of community emissions reduction programs. For the first set of communities selected, community air monitoring must begin by July 1, 2019.[41] AB 617 also directs CARB to prepare a statewide monitoring plan by October 1, 2018,[42] which includes review of air monitoring technologies and existing community air monitoring systems.

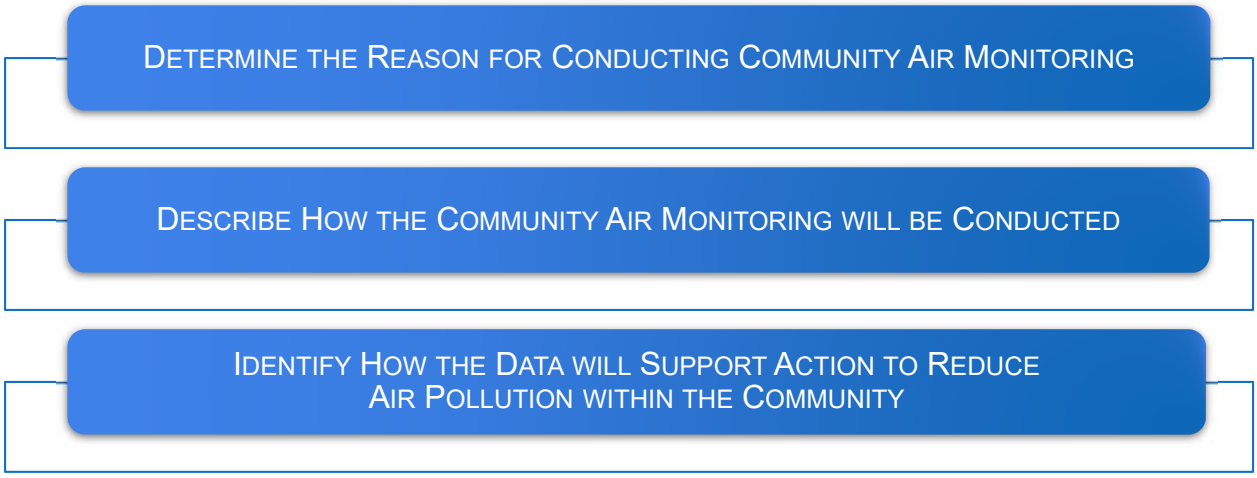
As part of this statewide monitoring plan effort, CARB is providing criteria and guidance for community air monitoring so that air districts and communities throughout the State can implement a process that results in action-oriented data to meet the needs of each community. This guidance includes discussion of the importance of selecting the appropriate air monitoring method and equipment to address the monitoring objective. Community organizations and air districts have conducted successful community air monitoring programs that provide best practices and valuable learnings to jumpstart implementation under AB 617. A number of activities that are essential to support the successful implementation of community air monitoring include developing criteria and best practices, supporting collaborative partnerships between communities, air districts, and CARB in conducting community air monitoring, and ensuring the data is accurate, accessible, transparent, and understandable.

> CARB will work with air districts to implement feasible actions to reduce emissions and exposure that are identified in parallel with development and implementation of the air monitoring plan.

Building on these existing programs, CARB has developed a checklist for community monitoring consisting of 14 elements that are flexible enough to apply to a variety of monitoring needs, yet stringent enough to support taking action. These 14 elements are summarized in the checklist provided in Table 2, with a detailed checklist provided in Table E-2. The planning elements fall into three key categories shown in Figure 8. More detail on this process can be found in Appendix E.

[41] California Health and Safety Code § 42705.5(c).
[42] California Health and Safety Code § 42705.5(b).

Figure 8 Key Categories for Community Air Monitoring Planning Elements



How will Community Air Monitoring Translate into Action?

Community air monitoring conducted as part of AB 617 plays a key role in supporting actions to understand current air quality, reduce emissions and exposure to air pollution within heavily burdened communities, and measure the success of the community emissions reduction programs over time. This air district-led monitoring in selected communities will complement existing air district and community-led programs, as well as other ongoing community-focused monitoring such as requirements for fence-line monitoring around refineries, and monitoring in neighborhoods impacted by oil and gas operations and pesticides. Community air monitoring can generate data to support a variety of policy actions, including:

- Providing real-time air quality data to support public health notification systems for residents to inform their daily activities and school flag programs to protect children during school activities.
- Identifying sources, categories of emissions, and emission types contributing to air pollution burdens within the community to support development of a community emissions reduction program.
- Improving air quality data at the community level in order to track progress toward improving air quality and measure the effectiveness of the community emissions reduction program.
- Providing air quality information to support public health research at the community level.

How can I Learn More about Community Air Monitoring?

CARB has developed an online community air monitoring “toolbox” that contains information on air monitoring technologies, air monitoring activities, and resources for developing effective community air monitoring programs. This resource supports both air districts and community scientists. The toolbox describes existing community air

monitoring programs, and provides information on best practices such as how to select appropriate air monitoring methods along with methods for effective operation. This will include educational or informational materials on monitoring equipment, data collection methods, data review, and limitations of data. It also describes different air quality monitoring methods and equipment, and provides examples of air quality monitoring plans and templates. CARB will build from and collaborate with work done by the South Coast Air Quality Management District, the U.S. EPA, and others to evaluate new low-cost air pollution sensors.

How can I Access Data from Community Air Monitoring Programs?

CARB is also developing a new community air monitoring data portal (data portal) to provide an easily accessible location to view community air monitoring data collected under AB 617. This statewide data portal will complement local data displays developed by air districts and community organizations. The statewide data portal will help users understand how air quality data was collected, what it means, and how the data can be used. CARB staff will continue to work with air districts, community members, industry, and others to update and expand the data portal and air monitoring toolbox as new air monitoring materials and data become available, including how to appropriately use and interpret air quality data collected through the Program.

Table 2 Checklist for Developing Community Air Monitoring[43]

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 utilized 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.	☐

[43] Community air monitoring is described in more detail in Appendix E.