

**Coalition For A Safe Environment
California Kids IAQ
Community Dreams
Apostolic Faith Center
EMERGE
American Legion
Wilmington Improvement Network
San Pedro & Peninsula Homeowners Coalition
NAACP- San Pedro-Wilmington Branch # 1069
California Communities Against Toxics
California Safe Schools
Del Amo Action Committee
Action Now
St. Philomena Social Justice Ministry**

Re: California Air Resources Board
Draft Community Air Protection Blueprint
Su: Public Comment Recommendations

Dear CARB,

The undersigned organizations submit our joint public comments which include our recommendations and requested changes to the Draft Community Air Protection Blueprint. The draft provided an excellent starting point for discussion. We further request a 15 day extension to the public comment deadline to allow time to comment on the Draft Community Air Protection Blueprint attached addendums.

Jesse N Marquez will be the primary point of contact regarding these comments

Respectfully Submitted,

Jesse N Marquez

Jesse N. Marquez
Executive Director
Coalition For A Safe Environment
1601 N. Wilmington Blvd., Ste. B
Wilmington, CA 90744
jnm4ej@yahoo.com
310-590-0177 424-264-5959

Drew Wood
Executive Director
California Kids IAQ
1601 N. Wilmington Blvd., Ste. B4
Wilmington, CA 90744
californiakidsiaq@gmail.com
916-616-5913

Ricardo Pulido
Executive Director
Community Dreams
1601 N. Wilmington Blvd., Ste. B2
Wilmington, CA 90744
mr.rpulido@gmail.com
310-567-0748

Magali Sanchez-Hall, MPH
Executive Director
EMERGE
913 East O Street
Wilmington, CA 90744
mssanchezhall7@gmail.com
646-436-0306

Anabell Romero Chavez
Wilmington Improvement Network
Board Member
1239 Ronan Ave.
Wilmington, CA 90744
anab3ll310@yahoo.com
310-940-4515

Joe R. Gatlin
Vice President
NAACP
San Pedro-Wilmington Branch # 1069
225 S. Cabrillo Ave.
San Pedro, CA 90731
joergatlin45k@gmail.com
310-766-5399

Jane Williams
Executive Director
California Communities Against Toxics
P.O. Box 845
Rosamond, CA 93560
dcapjane@aol.com
661-256-2101

Cynthia Babich
Executive Director
Del Amo Action Committee
4542 Irone Ave.
Rosamond, CA 93560
delamoactioncommittee@gmail.com
310-769-4813

Pastor Alfred Carrillo
Apostolic Faith Center
1510 E. Robidoux St.
Wilmington, CA 90744
alfredcarrillo@msn.com
310-940-6281

Chaplain Anthony Quezada
American Legion Post 6
1927 E. Plymouth St.
Long Beach, CA 90810
quezadaanthony85@yahoo.com
310-466-2724

Dr. John G. Miller, MD
San Pedro & Peninsula Homeowners Coalition
President
1479 Paseo Del Mar
San Pedro, CA 90731
igornla@cox.net
310-548-4420

Modesta Pulido
Chairperson
St. Philomena Social Justice Ministry
22106 Gulf Ave.
Carson, CA 90745
vdepulido@gmail.com
310-513-1178

Robina Suwol
Executive Director
California Safe Schools
P.O. Box 2756
Toluca Lake, CA 91610
robinasuwol@earthlink.net
818-261-7965

Mitzi Shpak
Executive Director
Action Now
2062 Lewis Ave.
Altadena, CA 91001
msmshpak@gmail.com
626-825-9795

Draft Community Air Protection Blueprint

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

Draft for Public Comment

Draft Release Date: June 7, 2018

Comments Due: July 23, 2018

Please submit any written comments on this draft document
by July 23, 2018 to:

<https://www.arb.ca.gov/lispub/comm/bclist.php>.



For more information:

Community Air Protection Program: <https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617>.

To receive email updates from the “Community Air” program, please subscribe at: <https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617>.

The Draft Community Air Protection Blueprint, including all appendices, is available at: <https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617>.

Email: CommunityAir@arb.ca.gov or AireComunitario@arb.ca.gov.

Comments: Please submit any written comments on this draft document by July 23, 2018 to: <https://www.arb.ca.gov/lispub/comm/bclist.php>.

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 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 due to emissions from mobile sources such as cars, diesel trucks, locomotives, and ships than other areas. Many of the same communities also experience pollution impacts from large industrial facilities such as oil refineries. High concentrations of smaller sources like chrome platers, metal recycling facilities, oil and gas operations, and pesticide use, 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 across all communities, exposure to diesel particles in disadvantaged communities is on average twice that experienced in non-disadvantaged communities.²

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 separate appendix 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 community-focused emissions reduction programs to reduce exposure to air pollution in disproportionately burdened communities throughout the State. The legislation also includes requirements for accelerated installation of pollution controls on industrial sources, expanded air quality monitoring within communities, **improved public health**, increased penalties for violations of emissions control standards, 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 residents must be active partners in envisioning, developing, and implementing actions to clean up the air in their communities. Figure 2 outlines the new actions that form the core of the California Air Resources Board’s (CARB) vision for AB 617 and implementation of the Community Air Protection Program (Program). As part of this process, we will align Program priorities and objectives with other CARB and air district actions for air pollution reduction and financial support to help expedite implementation. Together, these actions are designed to deliver new emissions reductions in impacted communities, provide accountability and transparency, and promote a collaborative process for working with communities as partners to identify and implement solutions.

II – NEW COMMUNITY-FOCUSED FRAMEWORK

Figure 2 New Actions under the Community Air Protection Program

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

Community-specific emissions reduction programs that will target new **and expanded** local actions to reduce **all sources and types of** emissions directly within selected communities.

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

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

Incentive investments to help purchase cleaner vehicles and equipment, with a focus on advancing zero emission technologies **and emissions capture and treatment technologies** within impacted communities.

New statewide actions to reduce emissions **and public health impacts** from sources that are concentrated within heavily impacted communities throughout the State and consider ways to target these actions to reduce localized exposure **to zero impacts**.

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

Better information on pollution sources and public health impacts within communities through new requirements for reporting emissions **and public health** data and making data more accessible and user-friendly.

III. BUILDING THE COMMUNITY AIR PROTECTION PROGRAM

The Program adds the new actions shown in Figure 2 to California’s existing clean air efforts. Reflecting the vision of AB 617, it also includes a formal mechanism for empowering community members to engage in cleaning the air in their communities. At the direction of AB 617, CARB and local air districts will work with community members to identify individual communities where more needs to be done to reduce air pollution burdens. In these communities, CARB and the air districts will work with the residents and community-based organizations to develop new community-focused actions to further reduce emissions and exposure. Our agencies will also consider more directly how we can address community-level benefits in developing our statewide and regional programs to reduce air pollution.

To jump start action to reduce emissions in these communities, the Legislature appropriated \$250 million in 2017 to help clean up heavily polluting mobile sources, like diesel trucks and buses. Further, Governor Brown’s proposed 2018-2019 State budget includes funding for additional AB 617 emissions reduction efforts.

A central requirement in AB 617 is for CARB and the air districts to work with local residents to identify what information is already available, and what additional data needs to be collected to understand air quality in their communities. This includes reviewing community-based air quality monitoring done by air districts and community members themselves, and considering whether there are new technologies capable of providing cost-effective methods to measure air quality in the future. For example, lower cost sensors and other emerging technologies can be located in more locations within communities than more expensive regulatory-grade monitoring systems in place today.

Under AB 617, air quality data from community-operated and agency-operated regulatory monitoring will be made available to the public through easily accessible online tools. Similarly, CARB will be providing greater access to community-level source and emissions data. California is already taking its detailed regional-scale inventories down to the community level so that 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 the communities for the first set of emissions reduction programs. Part of that effort will be an assessment of the range of emissions types and sources impacting different

III – BUILDING THE COMMUNITY AIR PROTECTION PROGRAM

communities. These communities will see targeted action through new regulations, **new permit requirements, industry air emission caps, no net increase policies**, focused incentive investments, and engagement with local land use authorities to reduce emissions and exposure to air pollution.

CARB must also select communities where air districts will conduct community air monitoring. Community air monitoring under AB 617 will complement 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. The air monitoring data will provide more information about local air pollution throughout the State, help to evaluate the effectiveness of specific emissions reduction strategies, and track progress in reducing air pollution within the community.

We expect to select up to 10 communities in the first year of the Program, with the majority selected for community emissions reduction programs, many of which may also include an associated monitoring component. 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.

While reductions in emissions and exposure to air pollution will be the primary tool for tracking the effectiveness of the Program, **improvement of public health is mandated to be incorporated throughout the Program**. Public health indicators are included as factors in assessing impacted communities, and CARB will provide information on publically available health data, **identify public health data gaps, support and sponsor new public health research, establishment of community public health baselines** and community health projects through our online Resource Center.³ In addition, collection of community-level air quality data can help researchers better identify connections between air pollution and health outcomes at the community level. AB 617 provides an opportunity and catalyst for greater engagement with both local government and public health agencies to bring public health considerations to the forefront of air quality-related decision making. It will also support the need for additional public health data collection and tracking by State and local public health agencies.

³ CARB's online Resource Center is described in more detail in a separate set of appendices.

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 their community. CARB is already working to redefine how it engages with community groups to meet the vision and requirements of AB 617. This central focus on community-driven action will include collaborative partnerships to design and implement community air monitoring systems and community emissions reduction programs, **public health improvement programs** and grants to support community-led efforts and capacity building.

To create the local partnership, air districts will establish local community steering committees composed primarily of individuals who live, work, or own businesses within communities designated for focused action through community emissions reduction programs and community air monitoring. Additional members will include air district staff and participants from schools, land use planning agencies, transportation agencies, local health departments, **public health hospitals, clinics, physical rehabilitation centers, public health counseling services**, academic researchers **and labor organizations**, as appropriate. CARB staff will participate as observers and provide technical support and **enforcement**, other input, as appropriate. This membership brings together an inclusive group of stakeholders with the community knowledge, technical and scientific expertise, and authority to implement effective solutions for cleaner air. Many of the air quality and environmental burdens faced by communities are related to land use. AB 617 will help community members work with local agencies that have land use authority to address the impacts of past land use decisions and to avoid bad land use decisions in the future.

As an initial commitment to support community organizations, the Legislature provided \$5 million in the fiscal year 2017-2018 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.⁴ CARB received 65 applications, requesting \$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 selected 28 projects totaling \$10 million for funding. This amount reflects \$5 million appropriated in the fiscal year 2017-2018 State budget and an additional \$5 million which is contingent on the appropriation of those funds in the final fiscal year 2018-2019 State

⁴ 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-AB617>.

V – TIMELINE FOR ACTION

budget bill passed by the Legislature and signed by the Governor. The projects are located in disadvantaged or low-income communities and demonstrate partnership-building or other forms of collaborative efforts. The portfolio of grants reflects geographic distribution from across the State, including rural and urban locations and several tribes.

Projects, programs, and activities funded through the grant program 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 programs in order to achieve the goal of AB 617, which is to broadly address the pollution burdens faced by disadvantaged communities across the State.

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 a statewide strategy and monitoring plan by October 1, 2018.⁵ This includes selecting communities for immediate action, defining benchmarks for what goes in a community emissions reduction program, identifying new strategies for reducing pollution in all heavily burdened communities, and developing guidelines for the effective deployment of community air monitoring. CARB's Governing Board will consider staff's proposals for these Program requirements and selection of initial communities at its September 2018 meeting.

The bill then directs the local air districts to work with communities to develop and implement the community emissions reduction programs and conduct community air monitoring, to adopt and enforce local regulations and other programs to reduce emissions in these communities, and to annually report on progress. AB 617 also directs CARB to select additional communities each year for further targeted action.

⁵ California Health and Safety Code § 44391.2 and § 42705.5(b).

V – TIMELINE FOR ACTION

Figure 3 Summary of Milestones

JULY 2017	AB 617 signed by Governor Edmund G. Brown Jr.
	CARB Governing Board selects communities for action in the first year and sets the Program requirements.
BY OCTOBER 2018	CARB launches Technology Clearinghouse for zero emission and the cleanest pollution control technologies: best available control technologies (BACT), best available retrofit control technologies (BARCT), and best available control technologies for air toxics (T-BACT).
BY LATE 2018	Air districts form community steering committees for first-year communities and begin to develop the community emissions reduction and public health improvement programs.
BY JANUARY 2019	Air districts develop expedited schedules for implementing BARCT and BACT , 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 systems.
BY SEPTEMBER 2019	Air districts adopt programs in first-year communities selected for community emissions reduction programs.
BY DECEMBER 2019 AND ANNUALLY THEREAFTER	CARB Governing Board selects additional communities for air monitoring and community emissions reduction programs. CARB identify public health data gaps, support and sponsor new public health research, establishment of community public health baselines. CARB Governing Board considers air districts' community emissions reduction programs.
BY OCTOBER 2020	Air districts provide annual reports for first-year communities selected for community emissions reduction programs.
BY JANUARY 2021 AND ANNUALLY	Within one year after the selection of additional communities, air districts adopt community emissions reduction programs. CARB adopt Disadvantaged Community Public Health Baselines.
By SEPTEMBER 2023	CARB Governing Board updates the statewide strategy, which must be updated at least once every five years.

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, and we have therefore conducted multiple outreach activities and different types of engagement, including community meetings and tours, workshops, town halls, Board meetings, individual and small group meetings, and convening a multi-stakeholder consultation group.⁶ CARB staff are also coordinating with air districts on additional outreach within their regions. This outreach and community participation is critical to the success of the Program.

Common themes expressed during the public engagement process to date are:

- Provide a ground-up, community-based approach for Program implementation. Community members want to participate and be directly involved in designing solutions for their community.
- Ensure transparency throughout the entire process of designing, implementing the Program, **the selection of priority communities, the selection of community grant proposals**. 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 to ensure that monitoring data 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, **new permit requirements, additional CEQA project review for mitigation compliance** to ensure the Program does not rely on incentive investments alone.
- Provide assistance through incentive funding programs and ensure the focus of these programs reflect a community-driven process **and community approval**.

⁶ Members of the multi-stakeholder consultation group include representative from environmental justice organizations, air districts, affected industry, academic institutions, public health organizations, 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-AB617>.

VII – SELECTION OF COMMUNITIES FOR ADDITIONAL FOCUSED ACTION

- 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. **Enforce CEQA project mitigation requirements to use small businesses which offer zero emission, emission capture and treatment technologies, BACT and BARCT.**
- Ensure that emissions **from all sources, categories and types** do not increase in communities that are already heavily impacted.
- Implement measures to reduce the impacts of emissions sources that are **approved and permitted** close to sensitive populations, such as mandatory setbacks, **expedited ZE technology implementation and back-stop rules.**
- 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. **Introduce supporting legislation.**
- Incorporate a strong focus on public health, the **identification of public health data gaps, support and sponsor new public health research, establishment of community public health baselines,** including the tracking of health data and improving the availability of public health information for the decision-making process.

CARB staff will continue to seek feedback on Program design and adjust and refine outreach approaches. Written comments and more detailed summaries of the feedback and recommendations received to date and how they have been addressed will be available on the Community Air Protection Program website at:

<https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617>.

VII. SELECTION OF COMMUNITIES FOR ADDITIONAL FOCUSED ACTION

CARB will follow a three-step public process to select communities for prioritization in the first year of Program implementation as summarized below. AB 617 instructs CARB to prioritize disadvantaged communities and locations where sensitive populations (e.g., where children and older adults live, work, or attend school) using air quality monitoring information, public health data, and other relevant information.

STEP 1 – IDENTIFICATION OF POTENTIAL COMMUNITIES

CARB staff will develop a broad list of communities for inclusion in the Program, drawing from recommendations from local air districts, from communities, and from CARB's own understanding of air pollution data.⁷ This is to ensure that the list of

⁷ Technical criteria, requirements for public process, and timelines for the 2018 community selections and air district recommendations are provided in CARB's *draft Process and Criteria for Community Selections* available at: <https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617>.

VII – SELECTION OF COMMUNITIES FOR ADDITIONAL FOCUSED ACTION

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 community emissions reduction program process. CARB staff will also review existing air pollution, health, and environmental data to identify any gaps and supplement the lists received from community members and air districts, as appropriate, to ensure a comprehensive statewide list that informs each year's selection process is established. The list of currently nominated communities can be found at: <https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617>.

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

CARB will work with local air districts to examine the six factors described below to assess the cumulative air pollution exposure burden in each community on the list compiled in Step 1, to inform selection of first year communities and the selection of additional communities in subsequent years of the Program's implementation. CARB will release this assessment in summer 2018:

- *Exposure to air pollution* –
 1. Concentrations of ozone, particle pollution, **all criteria** 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. **Including atmospheric low inversion layers.**
 3. Cancer risk estimates based on existing or new **Health Impact Assessments and Public Health Surveys**, air quality modeling that characterizes the burden faced by the community.
- *Sensitive populations* –
 4. Sensitive populations including children, **pregnant women, preexisting health conditions** and the elderly at 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 indicators 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, **physical and developmental disabilities and premature death.**
 6. Socio-economic factors, such as poverty levels and unemployment rates

COMMUNITY AIR PROTECTION PROGRAM

VII – SELECTION OF COMMUNITIES FOR ADDITIONAL FOCUSED ACTION

STEP 3 – SELECTION OF FIRST YEAR COMMUNITIES

CARB staff will develop recommendations on the selection of communities for the first year of Program implementation. CARB’s Governing Board will consider staff’s **and disadvantaged communities** recommendations at its September 2018 public hearing. The full number of California communities with high cumulative air pollution exposure burdens exceeds a single year’s capacity to successfully develop and implement community air monitoring or community emissions reduction programs. Therefore, the selection of priority communities will also include a description of near-term actions to reduce emissions and exposure in all communities, not just those selected in the first year.

CARB staff is proposing additional considerations to recommend to the CARB Governing Board in defining a list of up to 10 communities for action in the first year of the Program’s implementation. Along with air district and community-based recommendations for first-year 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 transferred to 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 activities, fugitive dust).
 - Pollution sources along the U.S.-Mexico border.

Communities included on the broad list under Step 1, but not selected for the preparation of a community emissions reduction program or community air monitoring in the current year, will remain candidates on the list for selection in Step 3 in future years. CARB and local 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 “Statewide Strategies to Deliver New Reductions in Impacted Communities” section of this document.

VIII. REQUIREMENTS FOR COMMUNITY EMISSIONS REDUCTION PROGRAMS

- Once CARB selects communities for focused action, air districts must develop local community emissions reduction programs in partnership with community members, CARB, and other stakeholders, based on criteria set by CARB. The community emissions reduction programs will reflect the benefits of existing measures to reduce air pollution, and must include new actions (e.g., regulations, **new Title V Permit requirements, enforce CEQA project mitigation requirements to use zero emission, emission capture and treatment technologies, BACT and BARCT**, enforcement, incentives **and AQMD's must include all major emission source reductions in all future AQMP's.**) to further reduce air pollution disparities within these communities. The air districts' deadline to adopt the community emissions reduction programs is one year from community selection, which, for the first set of communities selected, is October 1, 2019. Figure 4 provides an overview of the community emissions reduction program process.

Figure 4 Overview of Community Emissions Reduction Program Process

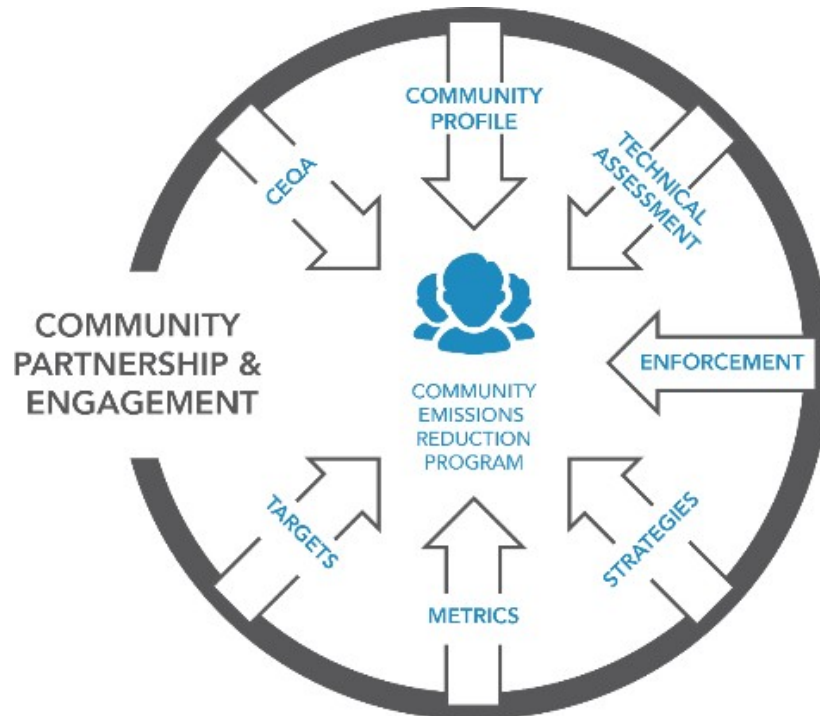


The overall elements for inclusion in the community emissions reduction programs are summarized in the checklist provided in Table 1, with a detailed checklist provided in a separate appendix. CARB will review each air districts' **Air Quality Management Plan (AQMP), Regional Transportation Planning Organization's (RTPO) Regional Transportation Plans (TRP), Ports Clean Air Action Plans** and 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 and consideration for approval process for each community emissions reduction program.

WHAT WILL EACH COMMUNITY EMISSIONS REDUCTION PROGRAM INCLUDE?

Figure 5 provides an overview of the required elements of a community emissions reduction program.

Figure 5 Community Emissions Reduction Program Required Elements



COMMUNITY STEERING COMMITTEE

To ensure a collaborative partnership in developing the community emissions reduction programs, once communities are selected for action, air districts must form local committees composed primarily of individuals who live, work, or own businesses within each community. Additional members may include air district staff, and participants from schools, land use planning agencies, transportation agencies, local health departments, and academic researchers, as appropriate.

AIR QUALITY & PUBLIC HEALTH OBJECTIVES

While regional planning efforts provide an overall foundation for meeting clean air standards, the community emissions reduction programs will set specific air quality objectives for reducing exposure caused by local sources within the community. These objectives include a **community public health improvement program** to improve health outcomes, and maximizing progress in reducing exposure to air toxics such as diesel exhaust, benzene, toxic metals, **pesticides, herbicides and fumigants**.

VIII – REQUIREMENTS FOR COMMUNITY EMISSIONS REDUCTION PROGRAMS

MEASUREABLE TARGETS

To provide concrete metrics to track implementation, each community emissions reduction program will include goals for 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 statute. These goals could include for example the number of zero emission **trucks, trains, cargo handling equipment, public and school buses**, mandatory replacement of **pressure release valves on storage tanks with vapor recovery systems**, the number of older wood stoves replaced with cleaner units, or commitments to work with local cities and counties to establish defined setbacks from air pollution sources to protect sensitive populations. The air districts must work with the community steering committee to set goals and estimate the emissions reductions targets 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, **technologies, new regulations and permit requirements** to meet the targets within five years, along with an implementation schedule that includes actions in the immediate, three-year, and five-year timeframes.

IMPLEMENTATION STRATEGIES

CARB is providing specific guidance and direction on the process for air districts to work with the community steering committee to conduct a comprehensive assessment and identify 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 emission reduction targets:

- New rules and regulations including an expedited schedule for **zero emission, emission capture and treatment technologies, BACT and BARCT**-retrofitting pollution controls on certain industrial sources, evaluation of more stringent control limits for other types of pollution sources, and consideration of indirect source rules and enforceable agreements.
- Permitting and facility-specific risk reduction audits.
- Incentives to promote accelerated turnover to cleaner technologies.
- Enforcement strategies to ensure rules, regulations, **AQMD Title V Permits and CEQA projects** achieve their expected reductions.
- Engagement with local agencies on land use and transportation strategies such as setbacks, buffer zones, and alternative truck routing.

VIII – REQUIREMENTS FOR COMMUNITY EMISSIONS REDUCTION PROGRAMS

- 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.

Each community emissions reduction program will also include:

- A profile of the community and technical assessment of the nature of the air pollution challenge and contributing sources to provide a sound scientific foundation.
- **Establishment of a Community Emissions and Public Health Baseline.**
- An enforcement plan, developed in partnership with the community, to ensure effective compliance with all regulations **by AQMD's, DTSC, Caltrans, RTPO Counties, Cities and Ports.**
- Annual metrics documenting the amount of emissions reduced, the implementation status of each strategy, and **quarterly** enforcement activities **reporting** to track progress and clearly communicate how the program will be assessed.

HOW WILL WE ENSURE EACH COMMUNITY EMISSIONS REDUCTION PROGRAM DELIVERS REAL REDUCTIONS?

Ensuring the community emissions reduction programs are not simply a planning exercise but result in real actions to improve air quality is a multi-step process and the responsibility of the air districts, CARB, industry, and community members. This includes the following:

- Active community member participation in the development of the community emissions reduction programs.
- **Public Health Research which collaborates that emissions reductions achieve improved public health.**
- Requirements for emission reduction targets and measureable outcomes to drive action.
- CARB review and consideration for approval of the community emissions reduction programs after air district adoption. **Transparent method for communities who do not approve proposed air district program can challenge program.**
- 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.

VIII – REQUIREMENTS FOR COMMUNITY EMISSIONS REDUCTION PROGRAMS

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

CATEGORY	ELEMENT	DESCRIPTION	✓
COMMUNITY PARTNERSHIPS AND PUBLIC PROCESS	Community partnerships	Establishes a community steering committee to develop major program elements. Community vote of approval.	<input type="checkbox"/>
	Public outreach	Includes public workshops, community meetings, and a community-specific webpage. Multi-lingual.	<input type="checkbox"/>
WHAT ARE THE AIR POLLUTION CHALLENGES FACING THE COMMUNITY?	Community profile	Describes community characteristics including pollution impacting the community and current public health indicators and baseline.	<input type="checkbox"/>
	Technical assessment	Identifies all pollutants and all sources contributing to the cumulative exposure burden; compliance issues in the community; sensitive receptor locations; and land use issues impacting exposure.	<input type="checkbox"/>
WHAT ARE THE SOLUTIONS?	Targets	Specifies commitments for five-year compliance and technology deployment goals, emissions reduction targets for identified pollutants, and proximity-based goals to reduce exposure.	<input type="checkbox"/>
	Strategies	Evaluates and includes new strategies including direct emissions reductions and engagement with local agencies on land use, transportation, and mitigation.	<input type="checkbox"/>
	Implementation schedule	Identifies immediate, three-year, and five-year actions.	<input type="checkbox"/>
HOW WILL WE TRACK PROGRESS OVER TIME?	Enforcement plan	Includes a three-year enforcement history, compliance goals, enforcement mechanisms, and community outreach.	<input type="checkbox"/>
	Metrics to track progress	Identifies annual and multi-year metrics.	<input type="checkbox"/>
	Annual reports	Provides public status updates on all strategies and metrics to track progress.	<input type="checkbox"/>

IX – STATEWIDE STRATEGIES TO DELIVER NEW REDUCTIONS IN IMPACTED COMMUNITIES

IX. STATEWIDE STRATEGIES TO DELIVER NEW REDUCTIONS IN IMPACTED COMMUNITIES

AB 617 directs CARB to develop a statewide strategy to reduce air pollution **and public health impacts** in impacted communities by October 1, 2018. The disproportionate air pollution burden in these communities is caused by many factors, including the cumulative impacts from multiple pollution sources, and local planning decisions that have placed residents and sources too close together. Identifying effective solutions will require multiple strategies at both the statewide and local level to deliver emission 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 next to homes and result in large volumes of truck traffic through communities).

Ongoing implementation of current programs will continue to reduce emissions throughout the State. However, California will need to build upon these efforts to meet critical air quality and climate goals. 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*,⁸ the *California Sustainable Freight Action Plan*,⁹ *California's 2017 Climate Change Scoping Plan*,¹⁰ and the *Short-Lived Climate Pollutants Reduction Strategy*,¹¹ 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.

CARB and local air districts have joint responsibilities for delivering new reductions in these communities. In general, CARB is responsible for measures related to mobile sources, fuels, consumer products, and statewide actions to reduce air toxics. Air districts are responsible for addressing industrial and commercial sources, and sources of residential pollution such as wood burning, through permits and local regulations. CARB staff have therefore identified a multi-pronged set of actions that CARB will be

⁸ 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>.

⁹ 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.

¹⁰ California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, available at: www.arb.ca.gov/cc/scopingplan/scopingplan.htm.

¹¹ California Air Resources Board, *Short-Lived Climate Pollutant Reduction Strategy*, March 2017, available at: www.arb.ca.gov/cc/shortlived/shortlived.htm.

IX – STATEWIDE STRATEGIES TO DELIVER NEW REDUCTIONS IN IMPACTED COMMUNITIES

undertaking, as well as specific guidance on the process for local air districts to follow in identifying new local actions.

These statewide actions reflect a coordinated suite of strategies (Figure 6) 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 provide reductions to support communities selected for preparation of community emissions reduction programs, as well as reduce the air pollution burden in heavily impacted communities throughout the State.

Figure 6 Suite of New Actions

NEW REGULATIONS	Set new requirements for clean air technologies, coupled with enhanced enforcement tools. New Public Health Baseline and PM 1.0 standard to assure public health improvement.
NEW INCENTIVE GRANT FUNDING	Continue to help purchase cleaner vehicles and equipment in heavily impacted communities.
NEW RESOURCES AND TOOLS	Reduce community residents' exposure to air pollution, by working with land use, transportation planning agencies, DTSC , OES and OSHA to develop strategies to reduce emissions.

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

WHAT NEW REGULATIONS ARE BEING DEVELOPED?

CARB MEASURES

New regulatory measures are the focus of statewide actions to deliver more reductions in impacted communities. As part of implementing the air quality and climate plans described above, CARB staff will be developing a number of regulations for the next generation of cleaner vehicles and equipment that will address many of the sources that are concentrated within heavily impacted communities. To maximize community

IX – STATEWIDE STRATEGIES TO DELIVER NEW REDUCTIONS IN IMPACTED COMMUNITIES

benefits, this will include a focus on zero emission technologies where the technologies are now feasible. These new regulations 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 **and immediate adoption of the At-Berth Rule and Back-Stop Rules.**
 - New operating time requirements and transition to zero emission operation for transport refrigeration units at warehouses.
 - Zero emission requirements for **all Trucks, Trains and Cargo Handling Equipment.**
 - Petitioning the U.S. Environmental Protection Agency (U.S. EPA) for cleaner locomotive standards.
- *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.
- *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.
 - **Zero emission boilers.**
 - **New cleaner jet fuel standards**

CARB staff will also be developing other measures to improve energy efficiency, require cleaner fuels, and reduce climate super pollutants, which can also help reduce air pollution in impacted communities.

In addition to these core regulations, CARB staff have identified additional regulatory and enforcement actions CARB plans to take that will provide a specific focus on key sources that significantly contribute to the higher air pollution levels in heavily burdened communities as described below:

- *Freight sources –* Additional freight-related risk reduction measures:
 - 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.

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- *Trucks and off-road equipment* – Screening programs within communities to make sure these vehicles meet emission standards.
- *Passenger cars* – Strategies to help reduce the theft of catalytic converters.
- *Stationary sources* – Statewide CARB measures:
 - Amendments to toxic control measures for chrome plating and composite wood products.
 - Suggested control measure for commercial cooking to reduce emissions of fine particles and air toxics.
- *Enforcement tools* – Focused enforcement at freight hubs, **warehouses, distribution centers, transloading facilities, container, chassis, TRU storage yards**, training for multi-media violations, and development of community programs for complaint reporting.

AIR DISTRICT MEASURES

At the local level, AB 617 also requires air districts to develop expedited schedules to implement **zero emission, emission capture and treatment technologies, BACT and BARCT**-retrofit pollution controls on certain industrial sources by 2023,¹² which will reduce emissions in communities located near these sources. CARB will support this effort by developing an online searchable database with information on current and emerging pollution control technologies. Air districts will also continue to implement regional plans for ozone and fine particles, along with local risk reduction measures for specific sources in their region.

As described in the prior section, CARB will also provide 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 control limits, **new** permitting requirements for **existing and new** sources, enhanced enforcement to deal with local compliance issues, **prohibition of expansion of certain high emission industries** and commitments for coordination with local land use and transportation agencies.

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

¹² California Health and Safety Code § 40920.6(c).

IX – STATEWIDE STRATEGIES TO DELIVER NEW REDUCTIONS IN IMPACTED COMMUNITIES

pollution reductions. The 2017-2018 State budget included \$250 million provided from 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 local 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 that best support community needs, with at least 70 percent of the funds invested in projects that benefit disadvantaged communities. The proposed 2018-2019 State budget includes an additional \$250 million for incentive funding for continued support of early actions under AB 617, including both mobile and stationary sources.

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,¹³ Volkswagen Environmental Mitigation Trust,¹⁴ and other low-income equity funding, along with local district funding programs, as community emissions reductions programs are developed and implemented. This will also include increasing 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?

Land use and transportation planning policies are primarily under the jurisdiction of local municipalities, counties, and regional planning agencies. However, 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.
- Providing comment letters on proposed projects throughout the State, which emphasize the importance of air quality considerations and zero emission technologies.

¹³ Additional information for the California Air Resources Board, *Low Carbon Transportation Investments* is available at: www.arb.ca.gov/msprog/moyer/moyer.htm.

¹⁴ 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.

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- Developing a Freight Handbook¹⁵ 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.
- **Requiring a Health Impact Assessment (HIA) and Public Health Survey to establish a Community Public Health Baseline for each new project and every major source of emissions.**

CARB will compile these materials and make them publicly available by October 1, 2018 through an online Resource Center, which will provide a one-stop shop to obtain data, guidance, and information on tools and resources that can help achieve cleaner, healthier air.

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 annually 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, 2019.¹⁶ AB 617 also directs CARB to prepare a statewide monitoring plan by October 1, 2018,¹⁷ which includes review of air monitoring technologies and existing community air monitoring systems.

As part of this statewide monitoring plan effort, CARB will be 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. Community organizations and air districts have conducted successful community air monitoring programs that provide best practices and valuable lessons learned 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 making the data accessible, transparent, and understandable.

¹⁵ 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.

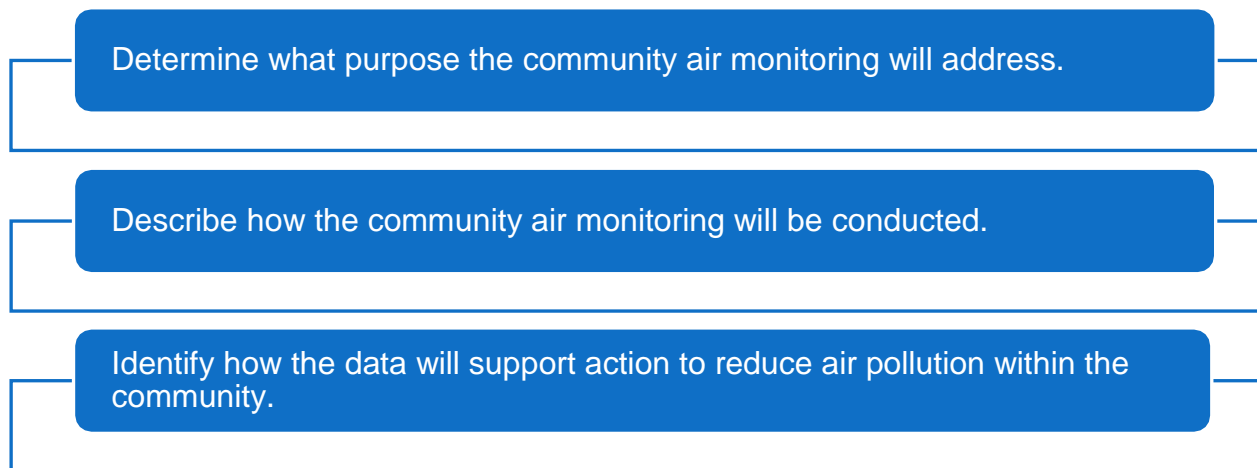
¹⁶ California Health and Safety Code § 42705.5(c).

¹⁷ California Health and Safety Code § 42705.5(b).

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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 ensure that the data collected will support taking action. These 14 elements are summarized in the checklist provided in Table 2, with a detailed checklist provided in a separate appendix. The planning elements fall into three key categories shown in Figure 7.

Figure 7 Key Categories for Community Air Monitoring Planning Elements



HOW WILL COMMUNITY AIR MONITORING TRANSLATE INTO ACTION?

Importantly, community air monitoring conducted as part of AB 617 plays a key role in supporting the actions to communicate current air quality and reduce emissions and exposure to air pollution within heavily burdened communities. This can include better communication of current air pollution conditions within a community, identifying the pollutants of concern, as well as measuring the success of the community emissions reduction programs over time. Communities selected for air district-led community air monitoring will complement 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 warning** notification systems for residents to inform their daily activities and school flag programs to protect children during school activities.

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- Identifying **all** sources, **categories of emissions and emission types** contributing to air pollution burdens **and public health impacts** within the community to support development of a community emissions reduction program.
- Tracking progress toward improving air quality **and public health** within the community to measure the effectiveness of the community emissions reduction program.

HOW CAN I LEARN MORE ABOUT COMMUNITY AIR MONITORING?

CARB is developing an online community air monitoring “toolbox” that will contain information on air monitoring technologies, air monitoring activities, and resources for developing effective community air monitoring programs. This resource will support both air districts and community scientists. The toolbox will describe existing community air monitoring programs, and provide information on best practices such as how to select appropriate air monitoring methods along with methods for effective operation. It will also describe different air quality monitoring methods and equipment, and provide examples of air quality monitoring plans and templates. We will collaborate with work being done by the South Coast Air Quality Management District and the U.S. EPA to evaluate new low-cost air pollution sensors. The monitoring toolbox will be available by October 1, 2018 and CARB will regularly update the toolbox with new information.

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.

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Table 2 Checklist for Developing Community Air Monitoring

CATEGORY	PLANNING ELEMENT	DESCRIPTION	✓
WHAT IS	1. Community partnerships	Establishes community steering committee to develop community air monitoring.	<input type="checkbox"/>
	2. Community-specific purpose for air monitoring	Characterizes the air pollution concern within the community (e.g., pollutants, locations of pollution) and monitoring	<input type="checkbox"/>
THE PURPOSE		need(s). Describes the range of potential	
THE AIR MONITORING WILL ADDRESS?	3. Scope of actions	communication and actions that air monitoring data will support.	<input type="checkbox"/>
	4. Air monitoring objectives	Defines the purpose of monitoring - what will be measured, when and where it will be measured, and why (e.g., to document	<input type="checkbox"/>
		highest concentration).	
	5. Roles and responsibilities	Identifies all parties responsible for air monitoring.	<input type="checkbox"/>
HOW WILL MONITORING BE CONDUCTED?	6. Data quality objectives	Establishes level of data quality required to meet objective (e.g., precision, bias, sensitivity).	<input type="checkbox"/>
	7. Monitoring methods and equipment	Identifies selected method and suitability of method to meet data quality objectives.	<input type="checkbox"/>
	8. Monitoring areas	Indicates where monitoring will be conducted and the rationale for selecting those areas.	<input type="checkbox"/>
	9. Quality control procedures	Specifies procedures that will be utilized to ensure data is scientifically defensible.	<input type="checkbox"/>
	10. Data management	Describes how data will be collected, managed, and stored.	<input type="checkbox"/>
	11. Field measurements	conducting monitoring.	<input type="checkbox"/>
	HOW WILL THE DATA BE	12. Evaluating effectiveness	Designates a procedure to check that original objectives are being met. Outlines approach for analyzing data (e.g., comparing trends, identifying
13. Analyze and interpret data			<input type="checkbox"/>
14. Lays out the air monitoring timeline and field procedures for those			<input type="checkbox"/>
			<input type="checkbox"/>

Please submit any written comments by July 23, 2018 to: <https://www.arb.ca.gov/lispub/comm/bclist.php>.

XI. NEXT STEPS

We will continue to seek recommendations and feedback on this document through a variety of forums and opportunities for discussion with stakeholders (Figure 8).

Figure 8 Engagement Opportunities

CALENDAR OF EVENTS	A calendar of engagement opportunities at both the CARB- and air district-level can be found at: https://ww2.arb.ca.gov/our-work/programs/Community-Air-Protection-Program-AB617 .
COMMENTS	<p>Formal comments can be submitted to the online public comment log at: https://www.arb.ca.gov/lispub/comm/bclist.php. Please submit comments by July 23, 2018.</p> <p>Direct comments and questions can be submitted to CARB staff via email at: CommunityAir@arb.ca.gov or AireComunitario@arb.ca.gov.</p>

These comments, recommendations, and discussions will inform development of an updated draft to be released in August, for consideration by the CARB Governing Board in September 2018.

CARB staff have also developed detailed implementation requirements and checklists in a separate set of appendices.

Additionally, CARB staff seeks comments on the draft Environmental Analysis associated with this Blueprint, as discussed in a separate appendix. The draft Environmental Analysis is intended to disclose potential environmental impacts and identify potential mitigation specific to the Program, as required by the California Environmental Quality Act (CEQA).