



Community Air Protection for South Sacramento-Florin Frequently Asked Questions (FAQs)

This document was created to provide information and resources on the Community Air Protection Program to interested members of the public and Steering Committee members. The questions included in this document have been received in the past by the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) and the South Sacramento-Florin Community Steering Committee (Steering Committee). It is intended that the answers shared here help improve the accessibility and transparency of the Community Air Protection program.

Program Background

1. Where does AB 617 program funding come from?

The Sac Metro Air District receives AB 617 program funding from the California Air Resources Board (CARB) as required by the California Legislature. Funding sources include the statewide Greenhouse Gas Reduction Fund (GGRF) and the Air Pollution Control Fund (APCF). GGRF comes from Cap-and-Trade auction proceeds and APCF comes from penalties and fees collected by sources of air pollution.

2. What is the Community Air Monitoring Plan (CAMP)?

The Community Air Monitoring Plan, or CAMP, provides an outline of planned air monitoring in the South Sacramento-Florin community and how those plans will address the priority air quality concerns of community members. The CAMP for the South Sacramento-Florin community was adopted in July 2020 and is available [here](#).

3. Where can I find air monitoring data?

Real-time and historical air monitoring data are available at <https://www.airquality.org/CAM>. Air monitoring data are also available at CARB's AQview website at <https://aqview.arb.ca.gov>.

4. What is a Community Emissions Reduction Program (CERP) and what are the program requirements?

A Community Emissions Reduction Program, or CERP, outlines how to reduce air pollution emissions in a community. The CERP must be developed with the Community Steering Committee, involve community input, and address certain technical elements. The CERP must include measurable targets, near-term deadlines, and implementation strategies. Although a CERP may include mitigation strategies designed to reduce exposure, the CERP must ultimately result in emissions reductions. More information is provided in the Community Air Protection Program Blueprint 2.0, available at <https://ww2.arb.ca.gov/blueprint-20>. The South Sacramento-Florin community has not yet been selected for CERP development by the state but is expected to be selected to transition to a CAMP and CERP community at the CARB Board hearing in July 2024.

5. What type of air pollution emission sources does AB 617 address?

The purpose of AB 617 is to address the air pollution burden in the most vulnerable and marginalized communities. Reducing the air pollution burden can be achieved by reducing emissions from any single source or multiple categories of sources. Air pollution comes from many sources and is categorized into three major categories:

- **Stationary sources** are non-mobile, fixed sources of air pollution such as power plants, processing plants, manufacturing operations, gas stations, painting facilities, boilers, and fixed engines.
- **Mobile sources** include on-road and off-road sources, such as cars, trucks, buses, tractors, bulldozers, recreational vehicles, trains, all-terrain vehicles, and airplanes.
- **Area-wide sources** include sources that take place over a wide geographic area such as consumer products, aerosol coatings, pesticides, residential burning, and farming operations.

6. How do AB 617 and the Community Air Protection Program address stationary sources?

Stationary sources are addressed by AB 617 through the following key components in the legislative mandate:

- The CAMP measures the ambient air quality in the community, which captures air pollution from all sources of air pollution including from stationary sources.
- The CERP develops emission reduction strategies through a community-led process. The Steering Committee for the South Sacramento-Florin community is

currently working to develop a CERP. More information about CERP development can be found at www.airquality.org/CAP.

- Accelerated review of retrofit pollution control technologies on industrial facilities subject to the Cap-and-Trade. The Sac Metro Air District has completed this review for the sources in Sacramento County. The report can be found [here](#).
- Enhanced emission reporting requirements for all stationary sources established by the [Criteria and Toxic Reporting \(CTR\) regulation](#).
- Increased penalty provisions for polluters. The Sac Metro Air District has updated its Mutual Settlement Program (MSP) to be consistent with the increased penalty provisions in AB 617. More information about the MSP is available [here](#).

7. Are there other local programs that help reduce pollution in the South Sacramento-Florin Community?

In addition to AB 617 specific programs, the Sac Metro Air District has an Unidentified Source Inspection Program to ensure businesses have obtained all required air quality permits and are operating in compliance with all federal, state, and local regulatory requirements. As part of this program, staff focused on assessing permitting compliance within the South Sacramento – Florin community and put extra effort into inspecting auto body and coating facilities.

For over 20 years, the Sac Metro Air District has provided financial incentives for public and private fleets to reduce vehicle emission pollution by modernizing heavy-duty and medium-duty equipment. In alignment with AB 617, the Sac Metro Air District began targeting transportation investments in Sacramento’s Disadvantaged and Low-Income Communities. The list of incentive programs can be found [here](#).

Public Participation

8. How can the public participate in AB 617?

The Sac Metro Air District and the Steering Committee host regularly scheduled meetings. The public is invited to attend the Steering Committee meetings and may provide public comment during these meetings. Members of the public may apply to join the Steering Committee if they meet the qualifications for an open position. If the Steering Committee member application is open, it is available at www.airquality.org/CAP. Steering Committee openings are also announced through the Community Air Protection email notification list. Sign up to receive program emails by completing [this form](#).

9. When are the Steering Committee meetings?

The Steering Committee meeting calendar is available [here](#).

Sign up to receive program emails, including announcements for Steering Committee meetings, by completing [this form](#).

10. How can the public attend a meeting?

The Steering Committee meetings are currently in a hybrid format, which allows for the public to attend in-person or remotely/online. The locations of meetings and the Zoom meeting links are posted at

www.airquality.org/Air-Quality-Health/Community-Air-Protection.

11. How do you access the agenda for the meeting?

The agenda and other meeting information is posted before the meeting at www.airquality.org/Air-Quality-Health/Community-Air-Protection/Community-Meetings.

12. How can the public provide comments, questions, or feedback during the meeting?

The public may provide comments, questions, or feedback when specified on the agenda. The procedure for in-person and remote/online public comment is reviewed at the start of each meeting.

13. How can someone request interpretation for a meeting?

Send an email to AB617Clerk@airquality.org to request translation services for a meeting by the deadline provided in the public notice. The request must include the language being requested and whether it is requested for the in-person meeting or the remote/online option. The Sac Metro Air District will attempt to secure live interpreter services for the language requested. If it is not possible to secure interpreters, you will be notified before the meeting.

Community Steering Committee

14. What are the requirements to serve on the Steering Committee?

Steering Committee members must reside, work at, own a business, or represent a community organization that operates within the community boundary. Additionally, the following requirements apply to the composition of the Steering Committee: a majority of the Steering Committee must be residents, the core of the Steering

Committee should directly represent residents and businesses, and no more than one-third of the Steering Committee can include representatives from certain community organizations (community-based environmental/social justice organizations, city and county planning, transportation, health providers and public agencies, and schools). More information can be found in the Steering Committee [charter](#) (section 3.2, 3.3, and Attachment A). A map of the community boundary is available [here](#).

15. What is the recruitment process for someone interested in joining the Steering Committee as a member?

The Sac Metro Air District recruits Steering Committee members through the Community Air Protection email notification list, social media (Twitter/X), and community events. Additionally, Steering Committee members share openings through their professional and social networks. The membership application is available in English and Spanish.

16. Are Steering Committee members provided a stipend?

The Sac Metro Air District values Steering Committee member's time and participation and provides a stipend for their attendance of Steering Committee meetings, co-lead meetings, and/or subcommittee meetings. The stipend amount and frequency are determined annually. More information is available in the Steering Committee [charter](#) (section 5.20, Attachment E).

17. How are Steering Committee members selected?

Applicants to the Steering Committee are reviewed by the Sac Metro Air District to ensure they meet the qualifications outlined in the Steering Committee [charter](#) (section 3.2, 3.3, and Attachment A). If an applicant is deemed qualified for the open position, the application is shared with the Steering Committee Co-Leads for review and recommendations. If recommended by the Co-Leads, the applicant is brought to a vote before the Steering Committee. The Steering Committee, through a majority vote or the most votes in a competitive selection, recommends which applicant to accept for the Steering Committee. The Sac Metro Air District makes the final decision to accept the recommendation.

18. What is an alternate Steering Committee member?

Any Steering Committee member can designate one alternate that qualifies under the same membership criteria. The alternate completes an application that is reviewed by the Sac Metro Air District to ensure they qualify. Alternates may attend all meetings but can only vote in the absence of the primary Steering Committee member. More information is in the Steering Committee [charter](#) (Section 3.4 and Attachment A)

19. How can I tell who is on the Steering Committee?

Steering Committee members are listed on the Sac Metro Air District's Community Air Protection [webpage](#). In addition, Steering Committee members wear shirts with the Sac Clean Air logo during outreach events and distribute Sac Clean Air branded business cards with their direct contact information.

**20. What is the Conflict of Interest policy for Steering Committee members?**

Steering Committee members are required to submit a Conflict of Interest disclosure as part of their application (Attachment C of the Steering Committee [charter](#)). As part of this disclosure, the Steering Committee member agrees to update the Conflict of Interest information whenever there are relevant changes. A Steering Committee member is disqualified from voting on a matter in which they have a personal financial interest (Section 5.11 and Attachment C of the Steering Committee [charter](#)).

21. Are Conflict of Interest disclosures available to the public?

Conflict of Interest disclosures are public records and per law must be made available upon request.

22. Are Steering Committee members required to submit a Statement of Economic Interests (Form 700)?

No, Steering Committee members are not required to submit Form 700.

23. If a Steering Committee member is also a member of another local organization is there a conflict of interest that would prevent them from voting on a motion by the Steering Committee to sponsor an event being held by that organization?

When a Steering Committee member's sole interest in a matter is that it could benefit another volunteer organization on which they serve, the benefit derived is the same benefit derived by any member of the public served by that committee. There is nothing unique to the interest of the committee member. Consequently, there is no conflict of interest.

24. Does a Steering Committee member who is representing an organization or a business have a conflict of interest that would prevent them from voting on a motion by the Steering Committee to receive a grant funded by the Sac Metro Air District through its incentive programs?

A Steering Committee member is disqualified from voting on a matter in which they have a financial interest (Section 5.11 and Attachment C of the Steering Committee [charter](#)). If the Steering Committee makes a motion to support a grant to a business owned or operated by a Committee member, that member has a conflict and should abstain.

25. What are the guidelines for how the Steering Committee makes decisions?

The Steering Committee follows a Consensus Seeking Model for decision-making. Members value each other's time and attempt to build consensus on an item through an opportunity for dialogue. More details can be found in Attachment D of the Steering Committee [charter](#). When consensus is not possible, the majority vote shall prevail.

Program Funding

26. What is the difference between AB 617 implementation and incentive funding? What are eligible activities that funds can be used on?

Implementation funds are used for staffing, equipment, and program-wide implementation needs. These funds can be used towards supporting the Steering Committee (e.g., stipends, facilitations, translation), activities related to Community Air Monitoring Plan (CAMP) fulfillment (e.g., deploying and maintaining air monitoring equipment, communicating results), as well as Community Emissions Reduction Program (CERP) development (e.g., staffing, outreach, engagement). Implementation funding has been applied towards the South Sacramento-Florin CAMP development and fulfillment.

Incentive funds, also known as Community Air Protection (CAP) Incentives, use the CAP Incentives Guidelines to fund eligible projects applied towards adopting advanced technologies to improve air quality in heavily impacted communities. CAP incentive funds can also be applied to actions specified in an approved CERP, including mitigation and exposure reduction strategies. All eligible types of projects are outlined in CARB's [Community Air Protection Incentive Guidelines](#). The Sac Metro Air District and selected volunteers from the Steering Committee have prioritized applying CAP incentive funds towards projects within the South Sacramento-Florin boundaries and other disadvantaged communities. Past recipients of CAP incentives may be viewed [here](#). To register for email notifications related to the CAP program, including the solicitation of applications for CAP incentive funding, please complete [this form](#).

27. Are Stationary Source projects eligible for incentive funding? Have any Stationary Source projects been funded with CAP incentive funding?

Yes, certain stationary source projects are eligible for CAP incentive funding. Eligible project types and funding requirements can be found in the [Community Air Protection Incentive Program Guidelines](#) (revised on April 4, 2024) under Chapter 7. While the Sac Metro Air District has funded many types of incentive projects under the [initial Community Air Protection Incentive Guidelines](#) (May 23, 2019, revised October 14, 2020), to date no stationary source projects have been funded. The reasons for this include implementation challenges, guideline limitations, and prioritizing funding toward projects with certain emission reduction benefits. For example, school districts have focused funding on replacing combustion school buses with zero-emission school buses and associated charging infrastructure instead of replacing composite wood products, filtration systems, and lawn and garden equipment. While stationary sources have not yet received incentive funds, the Sac Metro Air District ensures that stationary source businesses are operating in the South Sacramento-Florin Community in compliance with air quality permit conditions through its Unidentified Source Inspection Program. The Sac Metro Air District has focused on ensuring compliance at auto body and coating facilities since this was a source type of concern identified by the community.

28. Where can I find the AB 617 program implementation budget? Are there any reporting requirements for the funding?

The AB 617 program implementation budget allocations can be viewed on the CARB [Community Hub 2.0](#). The Sac Metro Air District is required to provide annual and closing reports on implementation funding as part of our grant agreements with CARB.

These reports are available at www.airquality.org/Air-Quality-Health/Community-Air-Protection/Steering-Committee/Budget.

29. Where can I find the AB 617 incentive program budget? Are there any reporting requirements for the funding?

The AB 617 incentive program budget allocations, as well as the progress of funds spent, can be viewed on the CARB [Community Hub 2.0](#). The Sac Metro Air District is required to provide yearly updates to CARB on how funding was spent. Information can also be found on the CAP Incentives Project Budgets [webpage](#).

30. What was the process for the selection of CAP Incentives Program recipients?

The following steps consistent with the [Community Air Protection Incentive Guidelines](#) were taken to award CAP Incentives project funds:

- 1) **Seek Community Input and Volunteers** – The Sac Metro Air District requests volunteers from the South Sacramento-Florin Steering Committee to identify community priorities. In addition, the Sac Metro Air District meets regularly with community-based organizations within the Sacramento region to discuss community priorities. The feedback and priorities from community organizations and the volunteers from the South Sacramento-Florin Steering Committee assist with designing the solicitation and identifying the criteria for project priorities for the CAP incentive solicitation.
- 2) **Pre-CAP Incentives Solicitation** – Meet with volunteers from the South Sacramento-Florin Steering Committee and other community organizations to prioritize ranking criteria for project selection.
- 3) **Release CAP Incentive Solicitation** – The Sac Metro Air District releases CAP Incentive solicitation to the public.
- 4) **Evaluate CAP Incentive Projects** – The Sac Metro Air District receives and evaluates submitted CAP project proposals using the ranking criteria identified in Step 2.
- 5) **Share CAP project proposals** – Share potential project selections and applicants with volunteers from Step 2 to receive feedback and input.
- 6) **Project Selection** – The Sac Metro Air District finalizes project selections, makes awards and posts selected projects on its website.
- 7) **Share CAP final project selection** – Share project selection ranking criteria and overview of the process with the Steering Committee at a South Sacramento-Florin Steering Committee meeting.

31. What is the outreach budget? Who can use the outreach budget, what is it used for, and what are the eligible activities?

Allocated in July 2021, the outreach budget is \$25,000 which can be used towards community education and engagement. Funds from the outreach budget are disbursed at the discretion of the Steering Committee. Funds can be used towards purchasing outreach materials and obtaining related services. More information is available in the [Purchasing Guideline](#).

32. Are there any guidelines the Steering Committee follows for the outreach budget and the selection of vendors? How did the Steering Committee determine the website provider?

Yes, the Steering Committee follows the [Purchasing Guidelines](#) when using the outreach funds. The Purchasing Guideline requires that any expenditures from the outreach budget over \$500 be approved through a vote by the Steering Committee at a public Steering Committee meeting. The Guidelines also require an informal bid process. On occasion for large fiscal purchases, the Steering Committee can decide to release a “Request for Proposal,” also known as an “RFP,” for selecting a vendor to obtain the best price and value. The Steering Committee released an RFP for the development of the www.SacCleanAir.com website and conducted a panel and interviews to ensure a fair and competitive process.

33. What is the role of Mack Road Partnership in handling outreach funds?

Mack Road Partnership manages the disbursement of outreach funds. Mack Road Partnership provides this service in-kind and does not receive any of the funds in exchange for the service provided. This increases efficiency to allow the Steering Committee to complete work and be reimbursed in a quicker time frame than through the Sac Metro Air District’s reimbursement process.