
SENATE COMMITTEE ON APPROPRIATIONS

Senator Sabrina Cervantes, Chair
2025 - 2026 Regular Session

SB 1075 (Reyes) - Air resources: toxic air contaminants: criteria air pollutants: community emissions reduction programs: local community emissions reduction plans

Version: April 23, 2026

Urgency: No

Hearing Date: May 11, 2026

Policy Vote: E.Q. 5 - 2, L. GOV. 5 - 2

Mandate: Yes

Consultant: Ashley Ames

Bill Summary: This bill would make changes to the Community Air Protection Program (CAPP) established pursuant to AB 617 (C. Garcia, Chapter 136, Statutes of 2017), including, but not limited to, expanding the definition of “disadvantaged community” to include unincorporated communities, requiring that local community emissions reduction plans be submitted to the California Air Resources Board (CARB) for review and approval, and authorizing enforcement of those plans.

Fiscal Impact:

- CARB estimates ongoing costs of \$4.6 million annually (Greenhouse Gas Reduction Fund [GGRF]) to report on progress toward meeting the statewide strategy, accept submissions of local community emission reduction plans, enforce implementation and compliance with the plans, coordinate with local governments and stakeholders, conduct community outreach and consultation, and implement new requirements to award Community Air Grants, as specified.

Background:

Statewide strategy for reducing community emissions. To address inequitable impacts of air pollution, in 2017 the Legislature directed CARB to prepare a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden (AB 617, C. Garcia). The statewide strategy must include criteria for the development of community emissions reduction programs (CERPs), including:

- An assessment of communities with high cumulative burdens for toxic air contaminants and criteria air pollutants;
- A methodology for assessing contributing sources;
- An assessment of whether a district should update and implement the risk reduction audit and emissions reduction plan for a facility to address its contribution to emissions; and
- An assessment of the measures available for reducing emissions for contributing sources.

CARB must update the statewide strategy every five years.

AB 617 requires CARB to select locations around the state for preparation of CERPs. AB 617 requires an air district with jurisdiction over a location CARB selects to

implement a CERP in consultation with a variety of entities, and within one year of CARB selecting the location, each air district must submit its CERP to CARB for approval, with specified timelines and public processes. Development of a CERP is typically performed by a “steering committee” that can include local residents, community leaders, environmental justice organizations, industry representatives, and government agency staff. Air districts and CARB enforce compliance with CERPs.

CARB established the Community Air Protection Program (CAPP) to implement AB 617 and select communities for the development of CERPs. Since the passage of AB 617, 19 communities statewide have begun or completed development of a CERP. 16 the 19 CAPP communities are implementing CARB-approved CERPs, while three communities are in the latter stages of developing their CERPs.

CARB’s latest CAPP Blueprint update (Blueprint 2.0) introduced a new mechanism for communities to effect change, a Local Community Emissions Reduction Plan, or LCERP. Specifically, “An LCERP is distinguished from a CERP in that the LCERP is developed and implemented by community-based organizations or California Native American Tribes, ideally with air district participation, and is financially supported through the Community Air Grants (CAGs).” As of December 2025, 15 communities were awarded grants for the development of an LCERP. Neither CARB or the air districts enforce LCERPs.

AB 617 effectiveness. Some environmental justice advocates have raised concerns that AB 617 is not delivering the promised emissions reductions for overburdened communities. Among a long litany of concerns, a report by the California Environmental Justice Alliance argued that CERPs consistently fail to enforce land use protections against industrial operations situated near sensitive populations. For example, the report notes that regulators failed to set enforceable targets for reducing emissions from polluting land uses, choosing instead to rely on voluntary partnerships, outreach, and compliance assistance. It also notes that across multiple CERPs, planners identified schools and daycares in close proximity to major pollution sources like rail yards, rendering plants, and warehouses, but air districts did not implement permanent regulatory limits to protect these sensitive receptors.

They want the Legislature to increase the effectiveness of CERPs and L-CERPs by integrating them into land use planning decisions.

Proposed Law: This bill would make changes to the AB 617 CAPP by expanding the “disadvantaged community” definition, requiring submission of local community emissions reduction to CARB for review and approval, and authorizing enforcement of those plans by CARB or the relevant air district, among other things. It would also specify eligible uses for the existing grants provided and would CARB to audit and take corrective action if those resources are improperly used.

Related Legislation:

SB 352 (2025, Reyes) modified requirements for CAMPs, required CARB to report and appear before the Legislature regarding monitoring progress on the implementation of AB 617, and codified the Environmental Justice Bureau within the office of the Attorney General.

SB 840 (2025, Limón) restructured the Greenhouse Gas Reduction fund and, among other things, established a \$250 annual continuous appropriation to fund AB 617 implementation (GGRF revenues permitting).

AB 849 (2023, E. Garcia) would have expanded AB 617 by allowing CARB to assign measures developed by communities in their CERPs to other relevant state agencies for them to promulgate and enforce regulations, unless they find those measures infeasible. AB 849 was held on suspense in the Senate Appropriates Committee.

SB 342 (Gonzalez, 2021) would have added two additional seats to the South Coast Air Quality Management District (SCAQMD) Governing Board to be filled by persons residing in and working directly with pollution-burdened and vulnerable communities and issues of environmental justice in the South Coast Air Basin. SB 342 died on the Senate floor.

AB 1749 (C. Garcia, Chapter 340, Statutes of 2022) updated AB 617 to permit an additional year for completion of CERPs, require CARB to identify specified emissions reduction measures, and enhance reporting by local air districts.

AB 1288 (Atkins, Chapter 586, Statutes of 2015) added two specified seats to the CARB Board, requiring that those members be persons who work directly with pollution-burdened and vulnerable communities.

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