

Vallejo

Community Air Monitoring Plan

California Statewide Mobile Monitoring Initiative (SMMI)



Prepared by Aclima, Inc.

in partnership with **Citizen Air Monitoring Network**
and the SMMI Project Expert Group

September 2025



The Statewide Mobile Monitoring Initiative is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities.

Summary

This Community Air Monitoring Plan is prepared under the Statewide Mobile Monitoring Initiative (SMMI), a California Air Resources Board project. The SMMI is a statewide effort to use mobile monitoring methods to gather a comprehensive dataset of criteria pollutants, toxic air contaminants, and greenhouse gases. The SMMI is part of California Climate Investments and aims to reduce greenhouse gas emissions and improve public health, particularly in disadvantaged communities. Aclima, Inc., a California Public Benefit Corporation focused on air monitoring technology, was contracted by the California Air Resources Board to develop and implement Community Air Monitoring Plans using mobile monitoring in 62 Consistently Nominated Communities (CNCs), which have been nominated for the community air protection program, but have not been selected for participation. Resources are needed to address air pollution in these communities.

The primary purpose of the SMMI is to provide better understanding of air pollution in 62 CNCs through mobile monitoring following a rigorously developed community air monitoring plan based on effective and inclusive community engagement.

The purpose of this Community Air Monitoring Plan (CAMP) is to outline the mobile air monitoring that will be conducted in response to air quality issues identified by community outreach in Vallejo and inform future plans and community actions. This CAMP will outline monitoring objectives that reflect resident concerns about where and what pollution is most impactful. Community voices directed where mobile air monitoring will take place, the monitoring objectives, and where focused pollution studies are needed. This project also seeks to ensure that data is shared in an accessible way with all interested parties, including community members, to support the planning and implementation of emissions reduction actions. Data will be presented in digital format, in physical printout form, and verbally in public webinars.

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List of Abbreviations Used in the Community Air Monitoring Plan

Abbreviations	Term
AMN	Aclima Mobile Node
AMPs	Aclima Mobile Platforms
AQS	Air Quality System
BC	Black Carbon
C2H6	Ethane
CAMP	Community Air Monitoring Plan
CARB	California Air Resources Board
CBOs	Community-Based Organizations
CES	CalEnviroScreen
CH4	Methane
CNC	Consistently Nominated Community
CO	Carbon Monoxide
CO2	Carbon Dioxide
EPA	Environmental Protection Agency
GHGs	Greenhouse Gases
L0	Level 0
L1	Level 1
L2a	Level 2a
L2b	Level 2b
L3	Level 3
L4	Level 4
NO	Nitric Oxide
NO2	Nitrogen Dioxide

Abbreviations	Term
NOx	Total Oxides of Nitrogen
O3	Ozone
PEG	Project Expert Group
PEL	Permissible Exposure Limit
PI	Principal Investigator
PM2.5	Fine Particulate Matter
PML	Partner Mobile Laboratory
QA	Quality Assurance
QC	Quality Control
REL	Reference Exposure Level
RFP	Request for Proposal
SMMI	Statewide Mobile Monitoring Initiative
TVOC	Total Volatile Organic Compounds

What is the reason for conducting air monitoring?

1. Community partnership approach

The Statewide Mobile Monitoring Initiative (SMMI) prioritizes forming strong community partnerships from the outset to guide the development of Community Air Monitoring Plans (CAMPs).

The SMMI [Community Engagement Plan](#) (Appendix A) is central to the success of the SMMI, emphasizing that communities must have a leading role in design, engagement, and implementation for the initiative to be successful. Aclima has implemented a co-leadership model with existing community experts and co-ownership with communities. This model is informed by CARB's [Community Engagement Model](#), [the People's Blueprint](#), [CARB's Blueprint 2.0](#), and [Facilitating Power's Spectrum of Community Engagement to Ownership](#). The goals of the community partnership approach include:

1. Develop and implement CAMPs that are responsive to the air quality concerns and needs of community members in pollution-overburdened areas.
2. Define monitoring objectives that reflect resident concerns about where and what pollution is most impactful. Community voices will direct where mobile air monitoring takes place, the monitoring objectives, and where focused pollution studies are needed.
3. Build community capacity to interpret mobile air quality data and help translate data into actions for emissions reduction and public health improvement.
4. Ensure that data is shared in an accessible way with all interested parties, including community members, to support the planning and implementation of emissions reduction actions.

Several groups play integral roles in the implementation and success of the SMMI. The SMMI Project Expert Group (PEG) includes community members, representatives from local air districts, community-based organizations (CBOs), and academia. Over 50 percent of the PEG comprises community members or representatives of CBOs. Engagement Leads, who are trusted community organizations, are subcontracted to lead and facilitate community engagement in the 62 Consistently Nominated Communities (CNCs). These Engagement Leads work closely with Aclima and the PEG to ensure CAMPs are responsive to community needs and that engagement is culturally and linguistically relevant. The California Air Resources Board (CARB) funds and oversees the SMMI. Aclima, as the contracted air monitoring technology company, is responsible for conducting community engagement and mobile monitoring. The project aims for a collaborative process where community members actively contribute to defining air monitoring objectives and the scope of actions.

1.1 Project Team Roles and Responsibilities for Community Partnerships

The core project team is made up of paid staff at a number of different organizations. These are described in Table 1.1. Additional project roles and responsibilities are outlined in Section 5.

Engagement Leads: Aclima has subcontracted with trusted community-based organizations or leaders to lead and co-manage community engagement efforts in the designated communities. These Engagement Leads are responsible for designing and implementing engagement strategies, conducting outreach, and working with Aclima to translate community knowledge (e.g., air pollution concerns) into responsive CAMPs. Some organizations may cover more than one community. Engagement Leads distribute an air pollution concerns survey and lead and conduct outreach for two community meetings, which serve as forums for community members and other interested parties to discuss local air pollution concerns and define where they would like air quality monitoring to occur. The Engagement Lead is also responsible for summarizing these meetings for Aclima, who then integrates community concerns into the CAMP. Engagement Leads serve as a conduit between community members and Aclima and CARB, helping to raise community questions and concerns and communicating project updates to the community.

Project Expert Group (PEG): A cross-sector group of representatives from local air districts, community-based organizations, academia, and residents from overburdened communities that guides community engagement and decision-making for this project. Over 50 percent of the Project Expert Group is composed of community members or representatives of community-based organizations. The PEG serves as a trusted group of experts to help define and steer the initiative and ensure it meets community needs. Aclima has consulted with the PEG to direct engagement, monitoring, and outreach activities and received recommendations, advice, feedback, and concerns during CAMP development. The Community Engagement Plan itself was developed in collaboration with the Project Expert Group. PEG members are responsible for attending eight meetings during the project period, and completing six assignments that help inform and steer the project. Specifically, PEG members helped shape the content of the Community Engagement Plan, served on the selection committee for Engagement Leads, and shaped the methodology for allocating monitoring miles to each project community. Outside of meetings and assignments, Aclima requests that PEG members support decision-making in areas relevant to their professional and lived experiences.

Aclima's Project Team: Aclima monitors local engagement strategies and supports Engagement Leads by offering technical expertise, data interpretation, outreach materials, and meeting support. Aclima is responsible for organizing and facilitating all PEG meetings and managing PEG assignments.

Table 1.1: Project teams and contact details

Organization/team	Contact details	Type of Support Offered
CARB	smmi@arb.ca.gov	All project questions after the project has completed (May 2026)
Aclima	carb-team@aclima.earth	Monitoring updates and CAMP questions during the project period (through May 2026)
Project Expert Group	carb-team@aclima.earth	Questions about community engagement framework and statewide engagement opportunities during the project period (through May 2026)
Citizen Air Monitoring Network (Engagement Lead)	somanette_rivas@berkeley.edu	Community engagement questions during the project period (through

Organization/team	Contact details	Type of Support Offered
		May 2026)

1.2 SMMI resources

The CARB SMMI website (<https://ww2.arb.ca.gov/statewide-mobile-monitoring-initiative>) details the objectives of the SMMI; the size and recipient of the contract award and collaborations with research institutions. Additionally, the website outlines community engagement efforts, public participation opportunities, and the development of air monitoring plans. The website provides access to summary documents including the original CARB Request for Proposal (RFP), a project summary one-pager, FAQs, and Aclima’s technical proposal.

The Aclima SMMI website (<https://aclima.earth/ca-smmi>) provides an overview of the SMMI. It explains the community engagement approach, project scope, monitoring technology and approach, and data availability. The website also provides access to the joint Aclima-CARB press release.

1.2.1 Engagement tools

The online and offline tools used to support community engagement as part of CAMP development include:

Online

- Aclima Project Website: For updates, resources, and contact information.
- Air Pollution Concern GeoSurvey: Online survey to gather community input on air quality concerns.
- Broad Area Monitoring Selection tool for community members to select the boundaries for broad area monitoring given allocated driving resources for each community
- Social Media Graphics: Customizable graphics and text for outreach efforts.
- Meeting Summary Report: Document template for documenting meeting content.

Offline

- Physical Flyers: Customizable flyers for distribution at community hubs.
- Community Air Monitoring Plan Development Handout: Infographic detailing the Community Air Monitoring Plan development process.
- Door-to-door outreach (in some communities)
- Phone call/text message outreach (in some communities)
- Radio announcements and/or project interviews (in some communities)

1.3 Statewide community meetings

The Community Engagement Plan includes the following statewide community meetings:

- **Pre-meeting / Introduction to project:** An online meeting introducing the project and answering questions, held at the air district level.

- **Meeting 1 / First Draft Community Air Monitoring Plan Boundary:** A hybrid (in person and online) meeting to identify community air quality concerns, monitoring objectives, monitoring areas, and community roles in the project.
- **Meeting 2 / Affirming Community Air Monitoring Plan:** A hybrid (in person and online) meeting to confirm monitoring areas and review draft Community Air Monitoring Plan(s).
- **Meeting 3 (series) / Project Results:** A series of online meetings, organized geographically by air district (or at a sub-district level if necessary), to explain project results, answer questions, and discuss next steps.

1.4 Engagement during and after monitoring

There will continue to be opportunities for the public to engage with the SMMI throughout monitoring and after completion of monitoring.

During the monitoring period:

- Project website: use the project website to access updates, resources, and contact information
- Webinars and training: participate in online sessions about data literacy, interpretation, emissions reduction success stories, and air management policies/regulations
- Community-specific project pages (via project website): Find updates, contact information, and leave comments/feedback for each Consistently Nominated Community on the project website
- Continued communication: receive email updates on progress towards monitoring completion (if contact information was provided during the engagement process). For example, monthly event notifications summaries (see Section 14.1), broad area monitoring progress, and locations where PMLs have completed monitoring.
- Office hours: Attend online office hours to ask project-related questions of the Aclima team

After the monitoring period:

- Publicly available data hosted by CARB
- StoryMaps: Explore interactive data visualizations for each Consistently Nominated Community
- Project Results meeting: Attend online meetings to learn about project results, ask questions, share experiences, and discuss next steps. These meetings will be held in English with Spanish interpretation and designated Spanish breakout rooms.
- Post-Meeting Survey: Provide anonymous feedback on the project and engagement process after the Project Results Meetings.

2. State the community-specific purpose for air monitoring

The primary purpose of the SMMI is to develop and implement Community Air Monitoring Plans that are responsive to the air quality concerns of community members and other stakeholders in the 62 CNCs. These communities have been consistently nominated by air districts, CBOs, and community members as needing extra attention to address high levels of air pollution.

Community air monitoring generally falls into two types of air pollution concerns:

1. Ambient air quality monitoring - measure the levels of relevant air pollutants to understand which areas of the community are experiencing **disproportionate or unequal impacts** from air pollution as well as evaluate measured concentrations against existing standards and historical information.
2. Stationary source monitoring - measuring air pollutants near **specific stationary emission sources** (e.g. industrial facilities) to better understand and characterize the air within the vicinity of these known or suspected sources.

This air monitoring plan will address these monitoring aims - identify and characterize areas experiencing disproportionate air pollution impacts and specific air pollutant emission sources - by focusing on specific sources and air pollution concerns identified by the community.

Residents' and other interested parties' knowledge was solicited through community meetings and surveys to understand the community's pollution burdens. A specifically designed Air Pollution Concerns Survey was used to help identify priority air pollution concerns in each community and collect detailed information to guide monitoring objectives. The CAMPs will define where mobile air monitoring takes place, what the monitoring objectives are, and where focused pollution studies are needed, all directed by community voices.

2.1 Vallejo Community profile

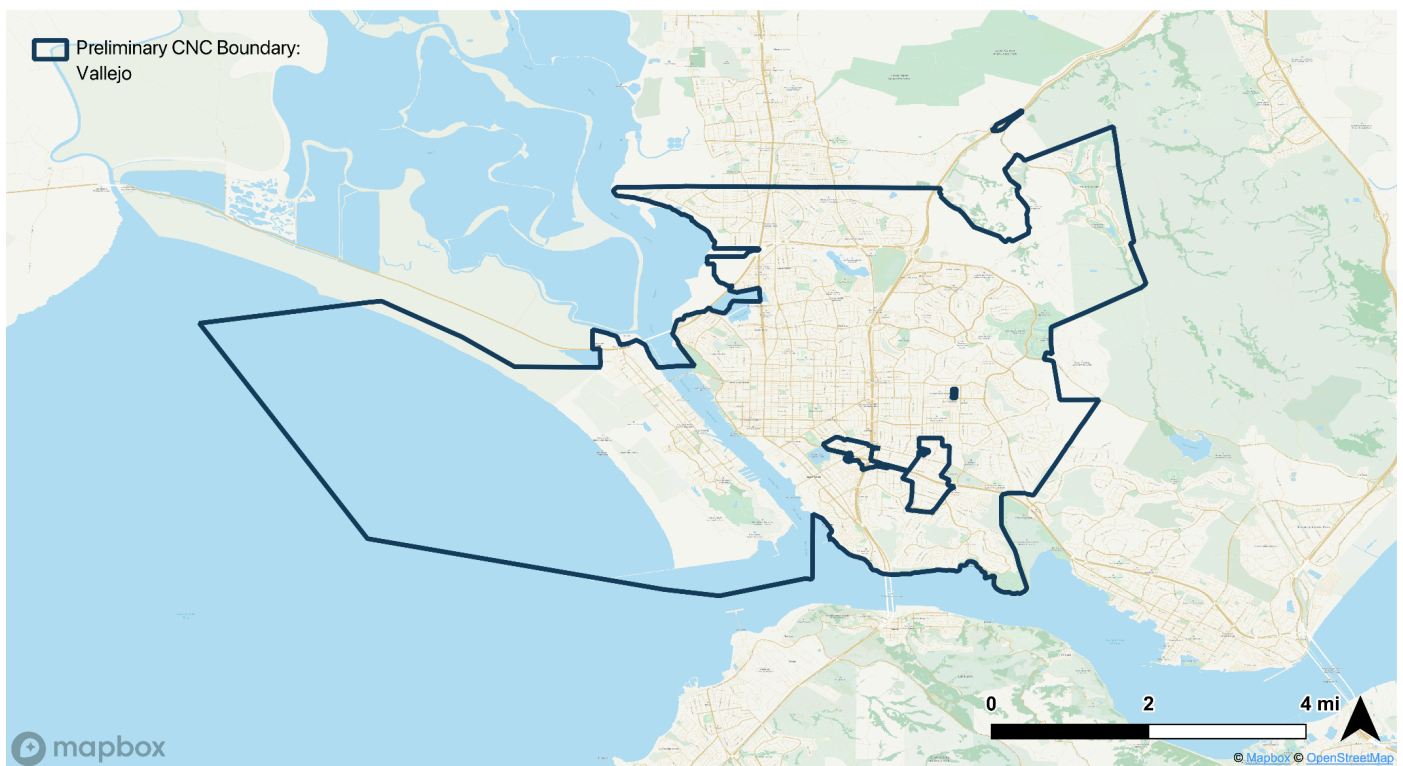


Figure 2.1: Vallejo preliminary CNC boundary

Vallejo is a diverse waterfront city in Solano County, California, with about 125,000 residents located at the northeastern edge of the San Francisco Bay Area. The city spans roughly 30 square miles, including the former Mare Island Naval Shipyard visible on the west side of the Mare Island Strait. Vallejo's population has grown modestly in

recent years (from 115,942 in 2010 to ~124,886 by 2021). It is the second-largest city in the North Bay region, known for its ethnic diversity and rich history.

Vallejo's demographic makeup is ethnically and racially diverse. According to recent estimates, about 29% of residents are Hispanic/Latin-x, 23% are Asian (predominantly of Filipino heritage), 22% are White (non-Hispanic), 18% are Black/African American, and roughly 8% are of mixed or other backgrounds. The city has a substantial foreign-born population. Over 26% of residents were born outside the U.S., contributing to a multicultural community where many languages are spoken. While English is the primary language for most households, approximately 15 - 18% of households speak Spanish at home and around 6% speak Tagalog (a reflection of Vallejo's large Filipino community).

Vallejo's population has a median age in the late 30s (around 36.8 years per the 2020 census), which is similar to California's median (~38) and indicates a mix of young families and older adults. Educational attainment is somewhat higher than state averages – about 88% of adults have a high school diploma or higher, and 27% hold a bachelor's or graduate degree. The presence of institutions like Touro University and the California State University Maritime Academy in Vallejo also contributes to an educated workforce.

Vallejo's median household income is approximately \$86,000 - \$92,000 (in recent years), which is on par with California's median (~\$95k). However, income distribution is uneven with about 12 - 13% of residents live below the poverty line, slightly above the state poverty rate. Homeownership is relatively high (around 59% of housing units are owner-occupied) and the median home value is about \$550 - \$565k, reflecting both the Bay Area housing market and Vallejo's appeal as an affordable city by regional standards.

Several census tracts in Vallejo have been identified as SB 535 disadvantaged communities. These areas are located west of I-80 and south of Curtola Parkway, Mare Island, the neighborhood bounded by Curtola Parkway to the south, Florida St to the north, and Sutter street to the east, and the two census tracts in northern Vallejo immediately south of SR 71.

Vallejo faces several health challenges that have been linked to air quality, echoing broader trends in environmental justice communities. Asthma is a particular concern: both children and adults in Solano County (which includes Vallejo) have higher asthma rates than the state average. In 2014, roughly 19% of children (1-17 years) and 19% of adults in Solano County had been diagnosed with asthma, compared to about 15% (children) and 14% (adults) statewide. About 9% of adults in the county currently have asthma, slightly above the national average. These figures are likely even higher in certain Vallejo neighborhoods. In fact, South and Central Vallejo have extremely high asthma emergency room visit rates. There are 470.8 emergency visits per 10,000 people, which is more than three times the California rate. This indicates a heavy burden of uncontrolled asthma and acute attacks in the community. African American residents bear the greatest burden; the asthma-related ER visit rate for Black residents in Solano is 625 per 10,000 (versus 148 per 10,000 statewide), reflecting deep health disparities that likely resonate in Vallejo's predominantly Black neighborhoods.

Cardiovascular health is another concern associated with air pollution. Solano County experiences higher-than-average rates of hospitalizations for heart failure and chronic obstructive pulmonary disease (COPD), especially among older adults, compared to California overall. Long-term exposure to fine particulate matter (PM_{2.5}) and traffic emissions can exacerbate heart conditions, so communities near freeways or industrial sources (like parts of Vallejo near Interstate 80 or the refinery across the strait) may see elevated heart disease risks. Public health data also show that Solano County's overall age-adjusted cancer incidence is higher than the state average, though cancer has many factors beyond air quality. One specific metric that is often tracked in EJ communities is the rate of low birth weight. In Solano County, about 6.7% of babies are born at low birth weight (under 2,500g), which is roughly

on par with the state average (6.9%). While Vallejo's low birth weight rate is not markedly worse than elsewhere, maintaining healthy pregnancy outcomes is another reason to curb pollution, since studies link maternal exposure to high pollution levels with greater risk of low birth weight and other adverse birth outcomes.

Overall, Vallejo's health profile underscores the need for improved air quality. Asthma stands out as a clear and present issue, with emergency department data confirming that Vallejo's asthma burden is unusually high. This translates to real impacts; children missing school due to asthma attacks, adults facing medical bills and lost work days, and a strain on healthcare resources. By focusing on air quality improvements, the community aims to reduce these health burdens with fewer ER visits for asthma, better respiratory health, and hopefully long-term reductions in heart and lung disease incidence.

2.2 Vallejo Community-specific motivations for air monitoring

Community-identified air pollution concerns

To identify the community-specific motivations for air monitoring in Vallejo, Aclima worked with Citizen Air Monitoring Network to gather air quality and emission source concerns directly from the community. An SMMI Air Pollution Concerns survey was circulated by email, distributed in person community meetings, and made available during other events in the community. In addition, Citizen Air Monitoring Network would collect air pollution concerns voiced during community meetings in support of the SMMI effort.

Vallejo's location and industrial history mean it is surrounded by several pollution sources that impact community health and wellness. Key sources include:

Petroleum Refineries

Just across the Carquinez Strait from Vallejo is the Phillips 66 refinery in Rodeo (often referred to as the San Francisco Refinery). While not within city limits, this large refinery (and associated petrochemical storage like the NuStar tank farm in Crockett) is upwind of Vallejo. Emissions from these facilities include sulfur dioxide, particulate matter, and toxic gases. They can blow into Vallejo, especially the southern parts. Residents have long complained of strong odors and flare smoke during refinery upsets. These pollutants contribute to asthma triggers and other respiratory issues. Notably, Phillips 66 recently began converting its Rodeo facility to produce renewable diesel instead of refining crude oil, a shift expected to reduce some emissions (like sulfur) over time, though flaring and combustion-related pollutants may continue at some level.

Industrial Activity

Vallejo's waterfront and Mare Island have historically been hubs of industry. Mare Island Naval Shipyard, which operated until 1996, left behind contaminated sites (e.g. heavy metals, PCBs [polychlorinated biphenyls]) that are under remediation. Today, Mare Island hosts various light industries, a ship repair yard, and a ferry terminal. Some heavy equipment manufacturing and metalworking businesses on Mare Island may emit particulate or volatile chemicals, though on a smaller scale than past naval operations. The city's ferry service to San Francisco, while providing green transportation for commuters, uses diesel-powered ferries that emit exhaust in the waterfront area (plans are in motion to introduce cleaner ferry engines or electric ferries in the future). Additionally, Vallejo is downriver from the Port of Benicia (an automobile import/export port), while the port is small, it does generate diesel truck traffic and ship emissions that can drift toward Vallejo under certain conditions.

Freeways and Traffic

Interstate 80 (I-80) runs through Vallejo, carrying heavy traffic, including diesel trucks connecting the Bay Area and Sacramento. This highway is a significant source of diesel particulate matter and nitrogen oxides (NO_x) in Vallejo’s air. Neighborhoods located near the freeway corridor (such as parts of West Vallejo and North Vallejo) are exposed to higher levels of traffic-related air pollution. This contributes to the higher asthma rates observed, especially in children living or attending schools near major roads. In addition to I-80, State Route 37 (to Marin County) and busy arterials contribute to localized pollution hotspots.

Legacy and Minor Sources

Vallejo is also near the Selby Slag site, a toxic slag disposal area from a former lead smelter, located just south of the city across the water. The Selby site has high levels of heavy metals in soil and periodically can release dust if not managed, posing risks to nearby communities. Within the city, gasoline stations, auto-body shops, and older diesel equipment (like backup generators) are distributed pollution sources. Wildfire smoke has also become a seasonal source of air pollution in recent years, as Vallejo can be affected by smoke from fires in Northern California, causing episodic spikes in fine PM that aggravate asthma and heart conditions.

Other specific concerns identified through community engagement are included in Table 2.1 below. These concerns were compiled from community members during community meetings as well as through the SMMI Air Pollution Concerns Survey.

Table 2.1: Specific concerns identified through community engagement. Details about community concerns are direct quotes from the community member concern submissions.

Location and Concern	Details
<p>Southwest region; All mainland areas south of Tennessee Street and west of I-80 Freeway.</p>	<p>There is a high density of General Industrial and Light Industrial zoning within this region of Vallejo. Please reference ArcGIS zoning map at the following link: https://www.arcgis.com/apps/View/index.html?appid=7638bbc2a29d4c4387366372429f6daa&extent=-122.3063,38.0807,-122.2239,38.1134</p> <p>Several industries impact this area, including but not limited to: wastewater treatment, cement and construction aggregate, food processing and packaging, industrial coatings and ship repair, and the petroleum refining industry.</p> <p>Community members suggest the following plausible sources impacting this area: Vallejo Flood and Wastewater Treatment District, Phillips 66 Refinery in Rodeo, Mare Island Dry Dock, Ghiringhelli Specialty Foods, and Bayshore Materials Inc.</p> <p>Community members have observed the following odors: oil refinery odors with health effects (nausea, headache, chest pain), oil refinery odors without health effects, burning plastic odor, sewage odor, raw sewage odor, industrial cooking odor, and burning/smoke odor. Community members have also observed visible dust and visible smoke/exhaust.</p> <p>Some residents report the sewage odors is stronger during hot days, while others do not notice a correlation between weather, odor strength, and odor frequency. Community members suggest particular wind patterns might influence refinery odor strength and event duration.</p> <p>Restaurant emissions were noted, in particular Gracie’s BBQ Restaurant.</p>

Location and Concern	Details
<p>Light Industrial zoned area nearby Tuolumne Street and Broadway Street</p>	<p>The area is centered around two major thoroughfare (Highway 29 and Highway 37) and is zoned for light industrial use, with multiple potential sources of air pollution.</p> <p>Community members who live in adjacent residential areas have expressed particular concern about emissions from the cement and construction aggregate industry.</p> <p>Community members specifically cite Crown Hill Materials as a source of fugitive dust and diesel exhaust.</p> <p>Residents near Crown Hill Materials report seeing dust from industrial operations during business hours, as well as late into the night. Residents report diesel exhaust throughout the day as well as into the night and very early in the morning.</p>
<p>Mare Island</p>	<p>Much of Mare Island is home to a wide variety of industries including: industrial coating and ship repair, vehicle manufacturing, offsite modular construction, etc.</p> <p>While there are several industries are on the island, community members across the Mare Island Strait in the St. Vincent Hill neighborhood have identified Mare Island Dry Dock as a plausible source.</p> <p>There may be several types of pollution. Industrial coatings and ship repair is one industry identified by the community members in particular.</p> <p>Residents report fine white dust that regularly accumulates outdoors, on cars, and on indoor window sills etc.</p>
<p>Wastewater treatment plant</p>	<p>Concerns noted include a constant fishy wet damped smell and a wet and fishy smell.</p>

Environmental Justice Advocacy and Community Engagement

Vallejo has a strong environmental justice (EJ) undercurrent, with community groups and residents actively working to improve local air quality and health. Despite not being initially selected for California’s AB 617 program (which provides resources for community-driven air pollution reduction plans), Vallejo was consistently nominated as a community in need of attention. In response, local activists did not wait for state designation. They launched their own initiatives.

One notable figure is Ken Szutu, a Vallejo resident who founded the Citizen Air Monitoring Network (CAMN) in Vallejo and organized residents to deploy air sensors even before AB 617 became law. This early grassroots monitoring effort demonstrated the community’s commitment to gathering data to hold polluters accountable. Szutu and others also spent over five years leading the fight against the proposed Orcem cement plant, framing it as an environmental justice issue since the project would have brought diesel trucks and cement dust to an already overburdened neighborhood. Their successful campaign to halt that project in 2021 was a major EJ victory for Vallejo, preventing additional pollution in a low-income, predominantly minority community.

Several community-based organizations and coalitions are active in Vallejo’s environmental scene. Fresh Air Vallejo (a grassroots group formed to oppose the cement plant) continues to advocate for sustainable development and clean industry. CAMN has helped build local capacity, through the Clean Air Ambassador Program launched in 2022. This program recruits local residents (including youth and seniors) to be trained in air quality science, advocacy, and outreach. The goal is to “train-the-trainer,” creating local leaders who can sustain air quality education in Vallejo’s diverse communities. The Ambassadors develop bilingual materials, host workshops, and help neighbors reduce exposures (like teaching how to build DIY air filters). Such efforts are empowering residents with knowledge and tools, fostering a sense of ownership over local air quality issues.

Top pollution sources identified via emission inventories

Aclima scientists gathered important sources from available emission inventories, focusing on major polluting facilities and AB2588 Air Toxics Hot Spots. Table 2.2 lists the top ten AB2588 Air Toxics Hot Spots within or near the Vallejo monitoring area boundary (up to 200 meters outside), ranked by total toxicity-weighted emissions (TWE) across chronic, cancer-causing, and acute categories. These facilities include wastewater treatment and sanitation facilities, such as the Vallejo Flood and Wastewater District and multiple locations of the Vallejo Sanitation & Flood Control District, are notable sources of diesel particulate matter (PM), along with metals like lead, cadmium, and mercury, as well as volatile organic compounds (VOCs) including benzene and formaldehyde. Hospitals and healthcare services contribute a range of pollutants, including hexavalent chromium and toluene. Transit and transportation operations, such as the Solano County Transit yard, emit diesel exhaust and particulate matter, while shipbuilding operations at Mare Island release solvents like xylene and toluene. The city’s water supply division and commercial entities like The Home Depot also emit diesel PM and a mix of metals and solvents. Additionally, industrial coating operations like Recology Vallejo contribute to local emissions of methanol, ammonia, and other VOCs. Collectively, these facilities represent a mixture of public utilities, industrial manufacturing, and commercial services, contributing to a complex air pollution profile in the region.

Table 2.2: Top 10 AB2588 Air Toxics Hot Spots located within the monitoring area boundary for Vallejo (up to 200 m outside the boundary), as defined by the total toxicity-weighted emissions (TWE) for chronic, cancer causing, and acute categories combined.

Facility Name	Longitude	Latitude	Description	Reported Pollutants
VALLEJO FLOOD AND WASTEWATER DISTRICT	-122.2484	38.0907	REFUSE SYSTEMS/ELECTRIC,GAS ,SANITARY SERVICES/SANITARY SERVICES/REFUSE SYSTEMS	Lead, Benzene, Mercury, Diesel engine exhaust, particulate matter (Diesel PM), Chromium, hexavalent (& compounds), p-Dichlorobenzene, Beryllium, Formaldehyde, Nickel, Manganese, Cadmium, Trichloroethylene (TCE), Methylene chloride {Dichloromethane}, Perchloroethylene {Tetrachloroethene}, Ammonia, Chloroform, Arsenic, Toluene, Xylenes (mixed)
VALLEJO SANITATION & FLOOD CONTROL DISTRICT	-122.2663	38.1255	SEWERAGE SYSTEMS/ELECTRIC,GAS ,SANITARY SERVICES/SANITARY SERVICES/SEWERAGE	Diesel engine exhaust, particulate matter (Diesel PM)

Facility Name	Longitude	Latitude	Description	Reported Pollutants
			SYSTEMS	
KAISER FOUNDATION HOSPITAL	-122.2462	38.1267	GENERAL MED/SURGICAL HOSPITALS/HEALTH SERVICES/HOSPITALS/GEN MEDICAL,SURGICAL HOSPITALS	Benzene, Chromium, hexavalent (& compounds), Formaldehyde, Diesel engine exhaust, particulate matter (Diesel PM), Nickel, Lead, Toluene, Beryllium, Cadmium, Mercury, Manganese, Arsenic
VALLEJO SANITATION & FLOOD CONTROL DIST	-122.2592	38.1340	SEWERAGE SYSTEMS/ELECTRIC,GAS ,SANITARY SERVICES/SANITARY SERVICES/SEWERAGE SYSTEMS	Diesel engine exhaust, particulate matter (Diesel PM)
SOLANO COUNTY TRANSIT OPERATIONS	-122.2523	38.1340	LOCAL & SUBURBAN TRANSIT/LOCAL/INTER URBAN PASS. TRANSIT/LOCAL,SUBURBAN PASSENGER TRANSP/LOCAL AND SUBURBAN TRANSIT	Diesel engine exhaust, particulate matter (Diesel PM)
MARE ISLAND DRY DOCK LLC	-122.2662	38.0955	SHIP BUILDING AND REPAIRING/TRANSPORTATION EQUIPMENT/SHIP AND BOAT BUILDING AND REP/SHIP BUILDING AND REPAIRING	Xylenes (mixed), Copper, Toluene, Ethyl benzene
VALLEJO SANITATION & FLOOD CONTROL DIST	-122.2436	38.0988	SEWERAGE SYSTEMS/ELECTRIC,GAS ,SANITARY SERVICES/SANITARY SERVICES/SEWERAGE SYSTEMS	Formaldehyde, Lead, Diesel engine exhaust, particulate matter (Diesel PM), Chromium, hexavalent (& compounds), Cadmium, Beryllium, Nickel, Mercury, Manganese, Benzene, Arsenic
THE HOME DEPOT STORE #0633	-122.2172	38.1362	HARDWARE STORES/BLDG MATRLS & GARDEN SUPPLIES/HARDWARE STORES/HARDWARE STORES	Diesel engine exhaust, particulate matter (Diesel PM)

Facility Name	Longitude	Latitude	Description	Reported Pollutants
CITY OF VALLEJO WATER DIVISION	-122.2437	38.1377	WATER SUPPLY/ELECTRIC,GAS,S ANITARY SERVICES/WATER SUPPLY/WATER SUPPLY	Ozone, Mercury, Diesel engine exhaust, particulate matter (Diesel PM), Chromium, hexavalent (& compounds), Nickel, Manganese, Cadmium, Beryllium, Arsenic, Lead
RECOLOGY VALLEJO	-122.2511	38.1398	METAL COATING/ALLIED SERVICES/FABRICATED METAL PRODUCTS/COATING,EN GRAVING,ALLIED SERVI/OTHER COATING,ENGRAVING ,ETC.	Methanol, Naphthalene, Acetaldehyde, Ammonia, Isopropyl alcohol, Propylene

Past and ongoing air quality measurements and studies

Regulatory air quality surveillance in and around Vallejo is conducted by the Bay Area Air District (BAAQMD). There is a regulatory station, located at 304 Tuolumne St, and operates as a SLAMS (State and Local Air Monitoring Station) and monitors O₃, NO_x, SO₂, CO, PM_{2.5}, Speciated PM_{2.5}, and Toxics. The station and monitoring efforts are overseen or coordinated by BAAQMD in support of the federal Clean Air Act. The measurements from this regulatory station are intended to represent regional air quality conditions and support demonstration of compliance with federal and state air quality standards.

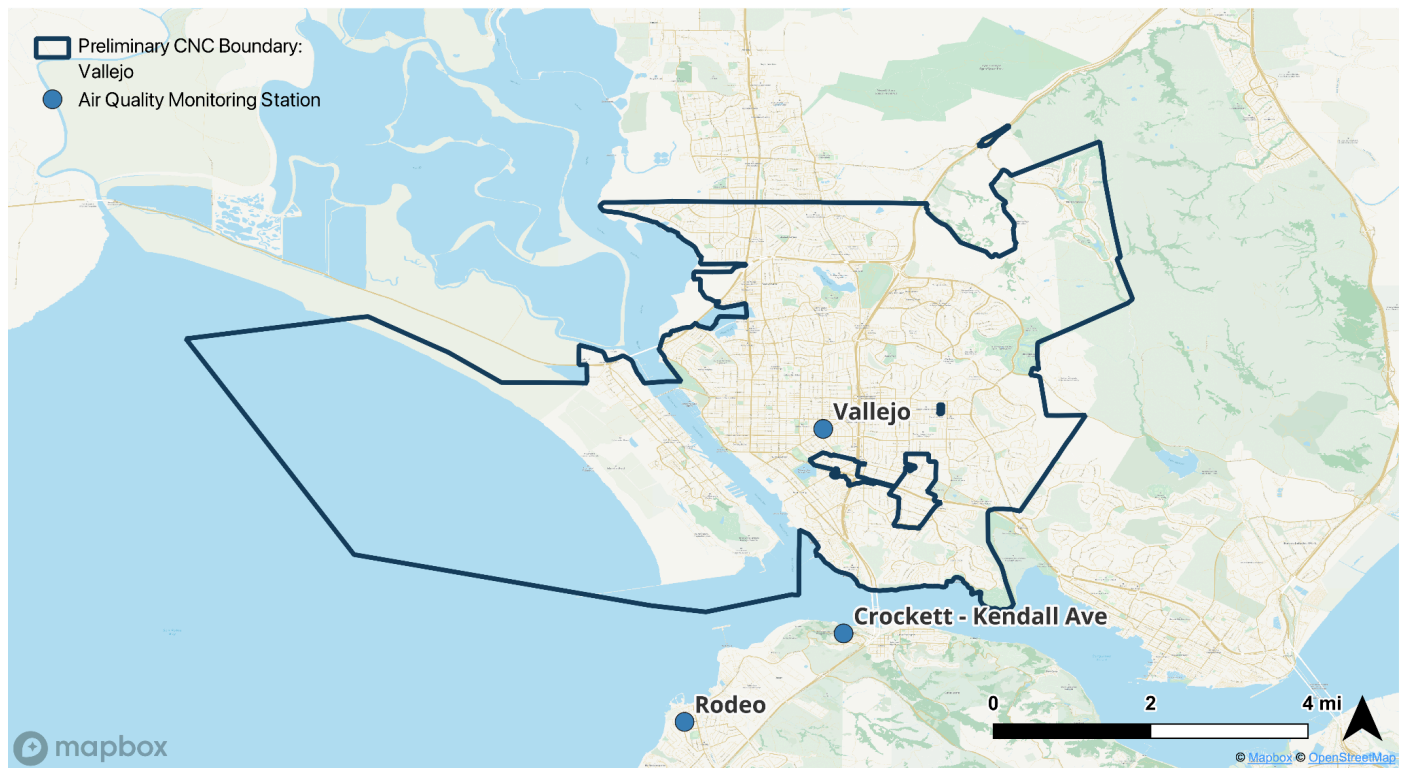


Figure 2.2: Map of the preliminary Vallejo CNC boundary and local regulatory air quality monitoring sites.

Aclima monitored in Vallejo from March 21, 2020 - March 20, 2021, in partnership with the Bay Area Air District; the results can be viewed at air.health. The results showed notable spatial variability for pollutants like NO_2 , $\text{PM}_{2.5}$, and CO, particularly near I-80, SR 37, and on heavily trafficked roads, distinguishing local emission patterns from regional averages. However, the suite of pollutants measured by Aclima during that effort did not include key pollutants that support the characterization of specific pollution sources, specifically black carbon, helpful for identifying sources of diesel particulate matter, and TVOCs helpful for identifying stationary sources of VOCs. The monitoring also took place during the COVID pandemic, which impacted business activity and traffic patterns.

Despite limited official monitoring historically, Vallejo's community has taken initiative in air quality monitoring. As mentioned, a network of citizen-run air monitors was established in Vallejo around 2016–2017, spearheaded by volunteers like Ken Szutu. Low-cost sensors were placed in neighborhoods to capture local pollution levels. Community members generated data that validated their lived experiences of poor air quality, helping build the case that Vallejo needed more comprehensive monitoring and action. At the governmental level, the Bay Area Air District (BAAQMD) has increased its engagement with Vallejo. In 2021, BAAQMD formed a Community Advisory Council, on which Vallejo's Ken Szutu serves as co-chair, ensuring Vallejo's concerns are heard at the regional level.

Additionally, the University of California, Berkeley-managed BEACO2N [network](#) manages 14 air quality sensor nodes in Vallejo. These sensor packages include instruments that measure CO, CO_2 , NO, NO_2 , O_3 , and $\text{PM}_{2.5}$ and aim to deliver hour-resolution observations on the public BEACO2N website. Observations from these BEACO2N nodes have previously been used in studies evaluating large-scale atmospheric trends across the San Francisco Bay Area, such

as the sustained reduction in greenhouse gas emissions¹²³. Though this data has not yet been employed in a capacity to inform exposure risks specifically as they pertain to the city of Vallejo, the curation of this database aims to support future analyses by providing a continuously expanding body of air quality insights. An additional benefit of the inclusion of CO₂ in these datasets is that it enables the calculation of CO:CO₂ and NO_x:CO₂ emission ratios, which are known to vary by source type (e.g. traffic-related, off-road vehicles, residential combustion, wildfires etc.) and can therefore support source apportionment analyses.

Emissions Reduction Projects

At present, Vallejo does not yet have a comprehensive, community-designed emissions reduction plan of the kind AB 617 communities have. Although Vallejo did not initially receive a dedicated Community Emissions Reduction Plan under AB 617, several past and current initiatives aim to reduce pollution in and around the city.

One of the most impactful grassroots campaigns was stopping the proposed Orcem cement plant in 2021. Had it been approved, the facility would have added an estimated hundreds of diesel truck trips and dust emissions daily. By defeating this project, the community avoided those new emissions, effectively keeping pollution levels lower than they would have been.

Solano County Transit (SolTrans), which serves Vallejo, has begun deploying electric and hybrid buses to replace older diesel buses on local routes. Each diesel bus removed from service means less tailpipe pollution in Vallejo neighborhoods, benefiting transit riders and residents along bus corridors (often low-income areas). These projects are funded by state and federal grants.

The Phillips 66 refinery across the water has been undergoing its “Rodeo Renewed” project, converting from petroleum refining to renewable fuel production. This transition (completed around 2023) is expected to significantly cut criteria air pollutant emissions like SO₂ and diesel particulate, since processes like petroleum coke handling and catalytic cracking are ending. Hopefully, Vallejo stands to benefit from reduced episodes of sulfur odors and possibly fewer particles drifting its way.

2.3 Gaps in air quality information that SMMI will address

While existing air quality data offer important insights into regional pollution patterns, they have several limitations when it comes to assessing conditions at the community scale in Vallejo. The BAAQMD operates a regulatory air monitoring station in Vallejo, but this monitor is not designed to capture neighborhood-level variability.

While community-led networks like the Citizen Air Monitoring Network (CAMN) have successfully deployed low-cost sensors to fill data gaps, these tools—though valuable for grassroots engagement—have limitations in precision, pollutant range, and long-term reliability. Mobile campaigns and temporary deployments offer only snapshots in time, making it difficult to assess chronic exposure or seasonal variation. Furthermore, existing emissions inventories may overlook small but cumulative sources of pollution common in working-class neighborhoods, such as metal

¹ Turner A. J. et al., Observed Impacts of COVID-19 on Urban CO₂ Emissions. *Geophysical Research Letters* 2020, 47 (22), e2020GL090037. <https://doi.org/10.1029/2020GL090037>.

² Asimow, N. G. et al., Sustained Reductions of Bay Area CO₂ Emissions 2018–2022. *Environ. Sci. Technol.* 2024, 58 (15), 6586–6594. <https://doi.org/10.1021/acs.est.3c09642>.

³ Asimow, N. G. et al., Differences in Regional Home Heating Behavior in Three U.S. Cities Revealed by Ground-Based Sensor Network. March 12, 2025. <https://doi.org/10.22541/essoar.174180753.30586978/v1>.

shops, idling diesel vehicles, or unregulated industrial activities. Finally, initiatives like the BEACO2N network aim to increase the density of air quality measurements, but their typical spacing, situating sites approximately 2 km apart, is still insufficient to resolve trends on a street-by-street basis. Moreover, the pollutants reported by this network do not include measurements critical for the Vallejo area, such as concentrations of BC relevant for assessing diesel PM and VOCs related to industrial operations. These data gaps hinder the development of robust, evidence-based emissions reduction strategies and delay the equitable allocation of resources. To support environmental justice goals and improve public health outcomes, sustained investment in comprehensive, high-resolution air monitoring in Vallejo is needed.

Vallejo is a waterfront city with a mix of residential neighborhoods, shipyards, waste processing infrastructure, and regional transit services. Community members have identified several localized sources of pollution and environmental concern, supported by emissions data from industrial facilities and hot spots across the city, including:

- Major roadways and diesel corridors
- A number of industrial sources
- Multiple wastewater and sanitation facilities
- Light industry and ship repair operations on Mare Island
- Petroleum refineries in neighboring, upwind towns
- Potential exposure risks near homes, schools, and other sensitive receptor sites

To provide the type of data necessary to characterize the areas of concern identified by the community and prioritize locations for further plans and community action, the following data gaps were identified:

- Limited spatial resolution in air monitoring data in Vallejo
- Lack of speciated data on air toxics - both gaseous and particulates - near sources.
- Lack of information on air pollution near sensitive receptor locations like schools, daycare facilities, community centers, etc.

This plan proposes to use mobile air pollution monitoring to provide highly spatially resolved pollutant concentration data for the community. The detailed spatial information from mobile monitoring can help identify specific, localized sources of pollution and show how pollutant levels change across and between different neighborhoods. The Aclima Mobile Platform includes an expanded suite of pollutants that support improved characterization of sources including the use of black carbon to diesel particulate matter and TVOCs to indicate areas where toxic air contaminants may be located. Furthermore, the use of the expanded suite of equipment in the Partner Mobile Laboratories enables communities to be monitored for specific toxic air contaminants. The information gathered through mobile monitoring supports the development of pollution reduction plans that can be different for various parts of a community, allowing for solutions that are specifically suited to local needs.

3. Scope of actions

Data gathered by mobile air monitoring can support a wide range of actions by communities and governments to reduce emissions and/or exposure. Examples of possible actions include, but are not limited to:

- Regulatory investigation: where these data identify locations of persistently elevated concentrations, local and state agencies may decide to do further investigative work that can lead to compliance and enforcement actions (e.g. fines, new emissions control requirements)
- Traffic management strategies: by identifying locations of persistently elevated concentrations caused by vehicular emissions, these data can inform local and state vehicular emissions control strategies, including initiatives like anti-idling enforcements or vehicle emissions inspection programs
- Urban planning: governments can use an understanding of how air quality varies over time and space to direct investment in green spaces or update zoning regulations to restrict certain land uses
- Corporate action: individual companies may be able to use these data to adjust their transportation routes and schedules, or facility operations, to reduce emissions and health impacts
- Modeling and forecasting: mobile air monitoring data can support improved modeling of historical air quality that allows better prediction of future patterns and impacts across a community
- Health risk assessments: where these data identify disproportionate impacts of pollution across the geography of a community, these insights can be used in conjunction with other datasets to assess potential health impacts for communities or identify locations where formal health risk assessments should be performed
- Community action: data provided by mobile air monitoring may be useful to community-based organizations in advocacy work to reduce emissions and/or exposure, including the development of Local Community Emissions Reduction Plans (LCERPs)

When monitoring has concluded, CARB, Air Districts, community groups, regulatory agencies, researchers, and other parties are encouraged to leverage the data to address specific air pollution concerns.

4. Air monitoring objectives

4.1 Define objectives

The air monitoring aims described in Section 2 can be expanded into two primary **air monitoring objectives**:

1. Identification and characterization air pollutant emission sources

This objective seeks to better understand and characterize the air within the vicinity of known, suspected, or unknown sources, which can include the following goals:

- Understand what locations in communities are impacted by pollution near sources
- Understand how concentrations can vary directly downwind of a given source
- Understand how concentrations near a given source may vary by time of day

2. Identification disproportionate air pollution impacts

Mobile air monitoring can also be used to investigate various objectives focused on understanding the unequal distribution of air pollution within a community:

- Identify the key pollutants that impact ambient air in a community
- Understand the typical concentrations of pollutants in ambient air in the community
- Understand how pollution is distributed across a community

- Understand how pollution varies in time across a community

These two objectives support the investigation of the majority of concerns identified by the community by either characterizing individual sources (such as wastewater treatment plants, petroleum refineries, and other heavy industries) and broader source types (such as traffic emissions along Highway 29, Highway 37, and Interstate 80), or the impact of these sources across the community.

4.2 Define mobile monitoring methods to support objectives

Given the gaps identified in Section 2.3 and the community specific air quality concerns, the types of data needed include high spatial resolution observations in a wide variety of locations across the community of Vallejo, in particular for black carbon (as a proxy for diesel PM), VOCs, and specific air toxics like benzene and toluene that are associated with refineries and fuel combustion. The mobile monitoring approach enables the collection of data at high spatial resolution throughout the community over the entire mapping period. This approach results in measurements of a snapshot of the concentration of air pollutants near to many if not most of the areas of concern identified by the community during the project. The data resulting from mobile monitoring support targeting a wide range of source types within the monitoring area, allowing for flexibility of source analysis without predetermined source selection.

The CAMP will use two mobile monitoring approaches to support project air monitoring objectives - broad area monitoring and targeted area monitoring. Broad area monitoring supports the air monitoring objectives throughout the entire CAMP monitoring areas over the entire monitoring time period while targeted area monitoring will focus on a subset of specific air pollution concerns with focused driving around those concerns for shorter periods of time.

Broad area monitoring: monitoring vehicles collect data within the entire CAMP monitoring area over an extended time period using the Aclima Mobile Platform. Vehicles monitor on publicly accessible roads, gathering repeat measurements at different times of day, days of the week, and seasons. Broad area monitoring tells us about the typical concentrations of pollutants and locations of persistently high pollutant concentrations throughout the CAMP area over the whole period of monitoring. As an example, Figure 4.1 shows results of a broad area monitoring approach in San Francisco, displaying typical NO₂ concentrations observed over a 1 year time period. Broad area monitoring will occur over a 9-month time period between June 2025 and March 2026.

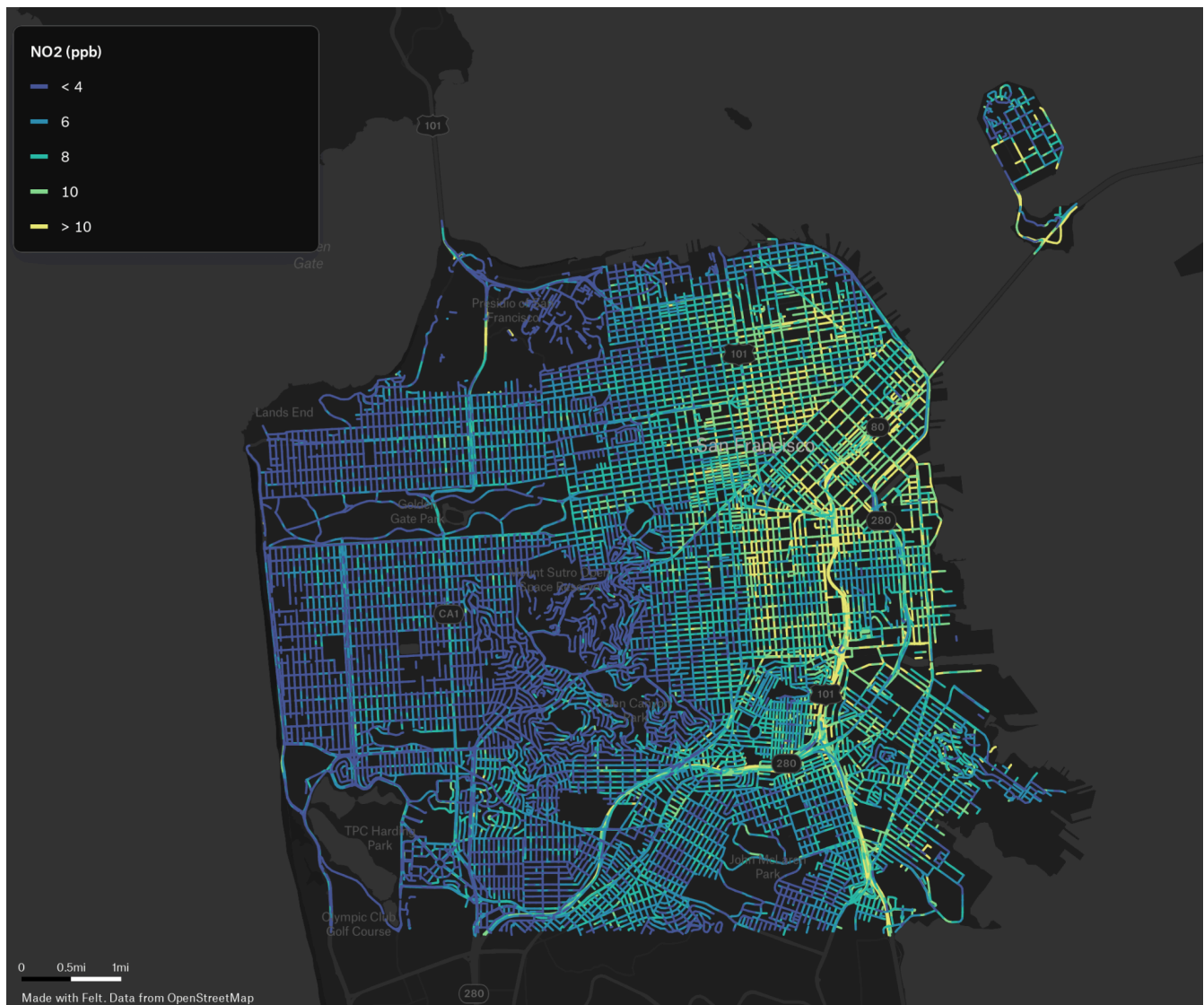


Figure 4.1: Example of plotted ambient concentration estimates for NO₂ in the San Francisco Bay Area, CA, showing typical concentrations observed over a 1 year monitoring period. This example shows how high NO₂ concentrations (as illustrated by the brighter green colors) are disproportionately impacting the eastern parts of the city. This plot uses data generated by the broad area monitoring method.

The suite of pollutants measured by the AMP supports the exploration of many source types identified by the community. Black carbon measured in combination with NO₂ and other combustion related pollutants helps identify areas impacted by diesel particulate matter pollution. TVOC data helps identify areas where organic toxic air contaminants may be located (such as near the Vallejo Wastewater treatment Plant or downwind from the Philips 66 refinery in Rodeo). Methane and ethane data combined with other pollutants then help identify natural gas leaks, combustion-related methane emissions linked to refinery operations, and sources of biogenic methane such as landfills and wastewater treatment plants.

Targeted area monitoring: a subset of monitoring vehicles focuses on specific air pollution concerns (sources or impacted areas) at smaller spatial scales and shorter time periods. This measurement strategy involves monitoring over a relatively small area over a shorter time period with more intensive driving (i.e. more samples in a specific area

on any single day). There is an inherent limitation in the targeted area studies in that they will typically occur over a short time period, and the results are likely to not be representative over longer time periods (different facility operating patterns and/or meteorological conditions). While broad area monitoring may provide more temporally representative results, targeted area monitoring is a complimentary approach that can tell us more detail about a specific concern, such as the exact makeup of chemicals being emitted from a particular facility, what areas of a community are most impacted in the immediate vicinity of pollution sources, or what times of day these areas are most impacted. Targeted area monitoring vehicles will either be drawn from the broad area monitoring fleet (Aclima Mobile Platforms) or from a special mobile laboratory fleet (a small number of vehicles with higher accuracy/precision sensors detecting a wider range of pollutants including toxic air contaminants), depending on the specific source of concern. In contrast to the broad area monitoring approach, the number of concerns that can be addressed is much more limited, but the depth at which the data about the concerns can be collected and analyzed is potentially greater.

Targeted area monitoring vehicles can be deployed in different ways to meet different objectives.

- *Fenceline* driving (Figure 4.2) gathers data systematically on predetermined routes around the perimeter of a known or suspected source facility/site. Fenceline driving can help determine the chemical makeup of emissions from a known source.
- *Transect* driving (Figure 4.2) follows a path designed to go upwind, through, and downwind of a potential plume of pollution from a known or potential source. Transect driving can help us better understand the chemical makeup of emissions in a plume, and where the plume is impacting in the local community.
- *Pseudo-stationary* driving approximates a more traditional stationary monitoring approach by temporarily stopping a monitoring vehicle within a potential plume of pollution from a known or potential source. Pseudo-stationary driving can help us better understand how pollution from a source varies in time. It can also allow for measurements of certain pollutants where measurement methods require longer sampling times (minutes up to an hour).
- *General Survey driving* is repeated monitoring along a predetermined route or on all roads within a predetermined area, attempting to collect air pollutant data evenly across time.

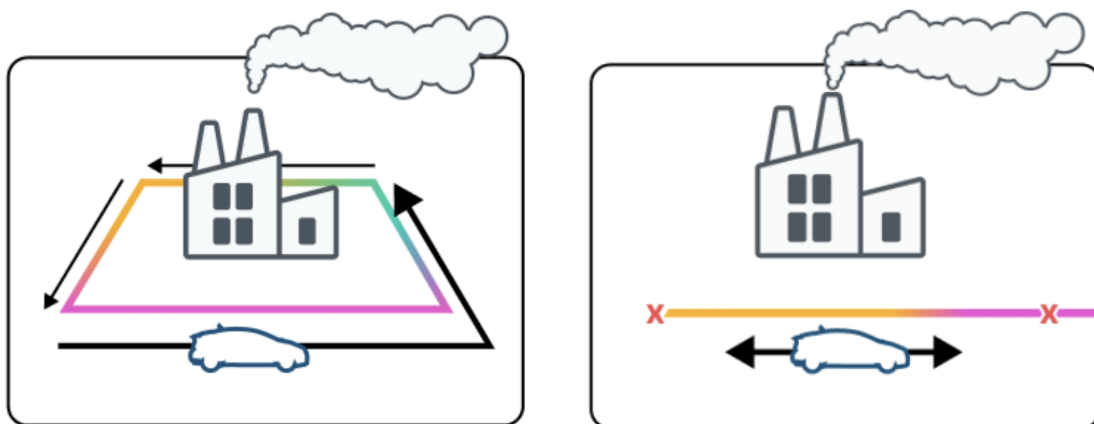


Figure 4.2: Example measurement technique for targeted area monitoring using (left) fenceline driving systematically surveys around the perimeter of a known or suspected source facility/site and (right) transect driving

following a path designed to sample upwind, in, and downwind of a potential plume of pollution from a known or potential source.

Targeted area monitoring for Vallejo will be conducted by Berkeley, and additional information about the targeted area monitoring can be found in Section 8.3. The suite of pollutants monitored by Berkeley includes benzene, toluene, naphthalene, and acrolein, which are relevant to the mixture of emissions expected from the concerns and sources identified in Section 2 (e.g. wastewater treatment, cement production, food processing, petroleum refining, and other heavy industry).

4.3 Community-defined concerns, objectives, and analysis plans

The community engagement process has defined a range of air pollution concerns. These concerns were translated into specific high-level monitoring objectives and sub-objectives, which in turn allowed the selection of appropriate mobile monitoring methods and data analysis plans to collect the type of data needed to address gaps in prior monitoring efforts and to address specific community concerns. Not all concerns and identified pollution sources are assigned specific monitoring objectives. In some cases, it is because the measurement methods for monitoring the sources are not available to address the specific pollution sources. More generally, however, it is because resources for targeted area monitoring are limited across the entire SMMI project (62 different communities) and not all concerns can be directly addressed through the targeted area monitoring approach. While the concerns listed below will be the primary focus of the monitoring in Vallejo, the final collected data set can be further analyzed beyond the scope of SMMI to address a much wider set of concerns and sources.

Note that the selection of specific concerns to be included as monitoring objectives for targeted area studies does not imply that these are the most impactful sources or the most impacted areas in the community. The results of these studies will not be able to provide a comprehensive view into all possible sources in the community and the monitoring objectives listed here should not be interpreted that way.

Table 4.1 below provides an outline of the community specific concerns, objectives/sub-objectives, mobile monitoring methods, and data analysis approaches that may support actions to reduce emissions or exposure in a community. More details on the monitoring methods and presentation approaches can be found in Section 8 and Section 13, respectively.

Table 4.1: Community-defined concerns, objectives, and analysis plans

Community Concern	Primary Monitoring Objective	Monitoring Sub-objective	Mobile Monitoring Methods	Analysis Approach
Southwest region; All mainland areas south of Tennessee St and west of I-80 Freeway. Multiple sources include: the Vallejo Flood and Wastewater Treatment Plant cement and	Characterizing Sources	Key pollutants Pollutant levels Where is pollution coming from	Targeted area: General Survey Conducted by UC Berkeley	Clusters of enhancement detections on a map Statistics on detections

Community Concern	Primary Monitoring Objective	Monitoring Sub-objective	Mobile Monitoring Methods	Analysis Approach
construction aggregate, and food processing/packaging operations, restaurants				<p>Ambient concentration map of key pollutants</p> <p>Area-wide chemical breakdown bar/pie graph</p> <p>Area-wide statistics on pollutant levels</p>
Area around Highway 29 and Highway 37	Identify disproportionate impact	<p>Locations impacted</p> <p>Pollutant levels</p>	Broad Area Monitoring	<p>Clusters of enhancement detections on a map</p> <p>Statistics on detections</p> <p>Ambient concentration map of key pollutants</p>
Industry on Mare Island including industrial coating, ship repair, and vehicle manufacturing	Characterizing Sources	<p>Key pollutants</p> <p>Pollutant levels</p> <p>Where is pollution coming from</p>	Broad Area Monitoring	<p>Clusters of enhancement detections on a map</p> <p>Statistics on detections</p> <p>Ambient concentration map of key pollutants</p> <p>Area-wide chemical breakdown bar/pie graph</p> <p>Area-wide statistics on pollutant levels</p>
Philips 66 Refinery located upwind in Rodeo	Characterizing Sources	<p>Key pollutants</p> <p>Pollutant levels</p> <p>Where is pollution</p>	<p>Targeted area: General Survey*</p> <p>Conducted by UC Berkeley</p>	Ambient concentration map of key pollutants

Community Concern	Primary Monitoring Objective	Monitoring Sub-objective	Mobile Monitoring Methods	Analysis Approach
		coming from		Area-wide chemical breakdown bar/pie graph Area-wide statistics on pollutant levels

* The Philips 66 Refinery is located across San Pablo Bay from Vallejo and will not be characterized directly, however, certain key pollutants, e.g. benzene and toluene will be monitored in background air by the Berkeley PML if monitoring times overlap with times when wind patterns may transport pollutants from the refinery to the southwestern part of Vallejo where the targeted are monitoring will take place.

5. Project roles and responsibilities

The SMMI defines the roles and responsibilities of various stakeholders in the community monitoring. The Community Engagement Plan details these roles and responsibilities and outlines how different groups will work together for community engagement. This section outlines the organizational structure for the SMMI partners (Figure 5.1), a list of community organizations that are Engagement Leads, and a list of the PEG members (Figure 5.2). Information on the SMMI project, including links to Engagement Leads, PEG members, and PEG meetings is also available at <https://aclima.earth/ca-smmi>. Responsibilities for Engagement Leads and PEG members are laid out in Section 1.1 in detail.

CARB’s Monitoring and Laboratory Division is responsible for funding, managing and overseeing the project and ensuring it meets all contractual requirements. Aclima is the primary contractor for the project and is responsible for designing and implementing a plan for statewide community engagement, developing CAMPs for all project area communities, deploying mobile platforms to collect data, managing and analyzing data, and developing public reports. CARB and Aclima meet weekly to discuss project updates and ensure the project is progressing.

Based on the project’s Community Engagement Plan, Citizen Air Monitoring Network, the Engagement Lead for Vallejo, plans and implements community outreach and engagement for the project, with the goal of understanding specific community concerns around air pollution. In addition to the distribution of an air pollution survey, Citizen Air Monitoring Network holds and conducts outreach for two community meetings focused on local air pollution concerns that are tailored to the specific linguistic, cultural, and accessibility needs of the community. Citizen Air Monitoring Network then summarizes community air pollution concerns for Aclima to translate into the CAMP. Community members play a crucial role in providing their knowledge and experiences with air pollution both through participating in the community meetings and through completing the air pollution concerns survey. The Project Expert Group guides community engagement and decision-making throughout the project, meeting eight times over the project period in meetings facilitated by Aclima.

SMMI Partners



Figure 5.1: SMMI Project Organizational Chart

Community Organizations

Engagement Leads lead and co-manage community engagement efforts in the designated communities

- Acterra
- Breathe SoCal
- Californians for Pesticide Reform
- Canal Alliance
- CCEJN
- Center for Community Action and Environmental Justice (CCA EJ)
- Center on Race, Poverty, and the Environment
- Citizen Air Monitoring Network
- Clean Water Fund
- Climate Action Campaign
- Community Agency for Resources, Advocacy and Services (CARAS)
- Cool OC
- Day One
- El Concilio
- Girl Plus Environment
- Greenbelt Alliance
- HARC, Inc.
- Healthy Fresno Air
- HOPE Collaborative
- Just Cities
- Leadership Counsel
- Los Amigos de la Comunidad
- Madera Coalition for Community Justice
- One Treasure Island
- Our Children's Earth Foundation (for Rodeo Citizens Association)
- Pacoima Beautiful
- Rise South City
- Sacramento EJC
- San Leandro 2050
- SOMCAN
- Sustainable Contra Costa
- Sustainable Solano
- The Niles Foundation
- Tri-Valley Air Quality Climate Alliance
- UNIDOS Network
- United for Justice
- Valley Improvement Projects
- Valley Onward
- Valley Vision

Project Expert Group

A cross-sector group of representatives from local air districts, community-based organizations, academia, and residents from overburdened communities that guides community engagement and decision-making for this project.

- Nader Afzalan
- Stephanie L. Mora Garcia
- Brent Bucknum
- Mikela Topey
- Agustin Angel Bernabe
- Amelia Stonkus
- Anna Lisa Vargas
- Gustavo Aguirre Jr
- Jamallah Green
- Jonathan Mercado
- Ken Szutu
- Lillian Garcia
- Moses Huerta
- Ms. Margaret Gordon
- Brad Dawson
- Kate Hoag
- Lily Wu-Moore
- Payam Pakbin

Figure 5.2: List of Engagement Lead organizations and PEG members for SMMI

How will monitoring be conducted?

6. Data quality objectives

Data quality objectives are a series of goals set to make sure that the data collected, the analyses performed, and the visualizations produced are of good enough quality to address the stated monitoring objectives. These goals can be related directly to the quality of the measurement method, for example the accuracy or the precision of a sensor. They can also be more qualitative goals that determine how the measurement data is analyzed and visualized to accurately address community air quality concerns without being misleading. Data quality indicators are sometimes included as part of a data quality objective and are specific metrics that can be used to tell how good a measurement is. Some commonly used data quality indicators are data completeness, precision, bias, or limit of detection. Additional information on these and other data quality indicators can be found in [Appendices C, D, E, F, and G](#).

Mobile air quality monitoring enables a variety of high-resolution spatial analyses that support different air monitoring objectives. One output uses time-resolved data from multiple individual drives of the same location to identify areas where pollution concentrations vary substantially and persistently from local background levels, indicating a probable local emissions source. This supports the air monitoring objective of attempting to identify and characterize pollution sources. Another output is the creation of maps of typical air pollution concentrations at block-by-block resolution that show areas of persistently high or low levels of individual pollutants, supporting the air monitoring objective of identifying areas of disproportionate impact.

Different monitoring objectives have different data quality objectives. The two primary monitoring objectives for SMMI and their associated data quality objectives are:

1. Identify and characterize air pollutant emission sources

Typical pollutants of interest: CH₄, C₂H₆, BC, PM_{2.5}, NO, CO, TVOCs, toxic air contaminants such as benzene, toluene, naphthalene, acrolein.

Data quality objectives:

- a. Find and map spots where pollution is likely coming from by detecting noticeable spikes in measurement readings that are clearly above normal background levels. More specifically, this means that the spike measurement must have a signal to noise ratio of at least 3.
- b. Ensure high confidence in the locations where pollution emissions sources are detected and minimize the presence of “false positives” in the resulting data. This is done by ensuring that multiple detections of emissions sources occur in the same location before identifying it as a likely source of pollution. This can be quantified as the number of detections per visit to a particular location.
- c. Aclima will monitor and track the performance of each underlying measurement using the following key data quality indicators: gain drift and limit of detection. Additional information is in [Appendix C](#).

2. Identify disproportionate air pollution impacts

Typical pollutants of interest: O₃, NO₂, PM_{2.5}, BC

Data quality objectives:

- a. Produce an ambient concentration estimate of pollution for the monitoring area by collecting measurements at different times of day, day of week, and across seasons to account for natural variability of pollution levels.
- b. Ensure data are spatially distributed throughout the entire user-defined area.
- c. Produce concentration estimates at desired and practical spatial aggregation scales (e.g. hexbins, road segments).
- d. Include a measure of confidence (i.e. a confidence interval) with each ambient pollution concentration estimate, so users can understand the reliability of the values and whether pollution levels are truly different between locations.
- e. Monitor and track the performance of each pollutant measurement using the key data quality indicators of bias, drift, precision

These data quality objectives are largely qualitative goals that provide the foundation for the types of insights that mobile monitoring is designed to support. A critical aspect of quality assurance underlying these objectives is characterizing and maximizing the measurement quality of the air pollution measurements, particularly for the sensors. However, confidence in these data products will depend on a number of additional factors such as mobile monitoring strategy, the number of samples collected for features of interest (i.e. road segment or other spatial length scale), magnitude and variability in pollution concentrations, and meteorology over the contract period. Different sensors in Aclima's Mobile Platform have varying levels of data quality and limitations to consider, which are outlined in Appendix C.

Data completion is an important quantitative data quality indicator in air quality monitoring as incomplete data can lead to biased conclusions from the data collected. Traditionally, data completeness is quantified across the time dimension, for example, number of data points collected per total time elapsed. With mobile monitoring, in some cases, it is more important to quantify data completion in the spatial dimension, for example, total number of data points collected in a specific location compared to an expected number of data points in that location. Aclima's completeness metric for monitoring is discussed in Section 12. For the customized targeted area monitoring, metrics for completion are discussed in Section 8.3. Achieving completion for the monitoring plan relies on individual sensors having high temporal data completeness rates and uptime. Completeness rates of 80% or higher generally allow for efficiently achieving the spatial completeness objectives. If completeness is below 80%, additional driving will be done to compensate in order to meet the monitoring completeness metrics. If this is not possible for specific monitoring objectives, the impact will be detailed in the final report.

The comprehensive quality assurance approach incorporates processes and metrics to minimize uncertainty. Achieving data quality objectives relies on more than just individual indicators, as real-world challenges (e.g., driver absences) and external events (e.g., wildfires) can affect data quality despite a robust QA plan. The primary aim of these objectives is to generate high-quality data with well-defined performance parameters, enabling effective aggregation and analysis of mobile data for informed decision-making and pollution reduction initiatives across various applications. Section 12 details the evaluation of the effectiveness in meeting these data quality objectives. Section 12.2 details the QA/QC information that will be included in the final report.

7. Monitoring methods and equipment

Aclima will deploy two distinct but complementary monitoring methods enabled by the use of a mixed fleet of AMPs and PMLs:

- **Broad area monitoring** collected by AMPs, with mobile monitoring guided by dynamic algorithm in monitoring areas defined by the community as areas of high pollution concern during community meetings and through survey submissions
- **Targeted area monitoring** for investigations of specific sources and areas of concern, collected by the Berkeley PML, with mobile monitoring guided by community-defined air quality concerns and monitoring objectives

7.1 Monitoring equipment

Broad area monitoring as part of this CAMP will be conducted using a fleet of Aclima Mobile Platforms (AMPs, Figure 7.1).



Figure 7.1: An Aclima Mobile Platform.

All AMPs have a standardized measurement suite that covers a core range of priority pollutants and greenhouse gases (GHGs) shown in Table 7.1, operating at a collection frequency of every second (with the exception of ozone which is measured every 2 seconds). The Aclima fleet will conduct broad area monitoring measurements during different times of day and different days of the week.

Table 7.1: Air pollution and greenhouse gas species measured by the AMP.

Pollutant	Measurement Frequency
Carbon Monoxide (CO)	1 sec
Carbon Dioxide (CO ₂)	1 sec
Nitric Oxide (NO)	1 sec
Nitrogen Dioxide (NO ₂)	1 sec
Ozone (O ₃)	2 sec
Methane (CH ₄)	1 sec
Ethane (C ₂ H ₆)	1 sec
Total Volatile Organic Compounds (TVOC)	1 sec
Fine Particulate Matter	1 sec
Black Carbon	1 sec

Experienced scientists from academia and industry will be deploying 3 Partner Mobile Laboratories (PML) that are equipped with instruments that measure a wide set of speciated air toxics. The PMLs are research groups from UC Berkeley, Aerodyne Research, and a consortium including researchers from UC Riverside, Baylor University, and University of Houston. Each vehicle is custom-built with different specifications and instrumentation. All 3 vehicles sample in real time with sample time ranging from 1 second up to 30 minutes, depending on the instrument. A full list of PML instrumentation and pollutants measured is available in [Appendix I](#).

For Vallejo, the Berkeley PML will be conducting the targeted area monitoring. The Berkeley mobile air quality monitoring platform is based in a Ford Transit 250 medium roof van and is crewed by a driver and a passenger. The platform consists of a number of instruments to measure both criteria and hazardous air pollutants, in both the aerosol and gas phases, as well as other meteorological and state parameters. The gas-phase instrument package measures ozone (2B Tech 211G), carbon monoxide and N₂O (Aeris MIRA Ultra CO/N₂O), methane and ethane (Aeris MIRA Ultra CH₄/C₂H₆), nitrogen monoxide and oxides of nitrogen (NO_x, Ecophysix nLD 855), nitrogen dioxide through two different methods (Ecophysix nLD 855 and Aerodyne Cavity Attenuated Phase Shift Spectrometer [CAPS]), carbon dioxide (Licor LI-7200 RS), and water vapor (both Aeris MIRA Ultras and the Licor). Additionally, volatile organic compounds, e.g. benzene, toluene and more (see CAMP Appendix G.2 for full list) are measured using an Aerodyne Vocus proton transfer reactor time of flight mass spectrometer (Vocus PTR-TOF-MS). The aerosol-phase instrument package includes measures of total suspended particulates (TSI wCPC 3789), particulate matter loadings (PM₁/PM_{2.5}/PM₁₀, Palas FIDAS), and black carbon through two different methods (Magee Aethelometer AE33 and Droplet Measurement Tech. Photoacoustic Extinctionmeter). Incoming solar radiation is reported by a solar radiation sensor (MetOne Model 094). An Airmar 200WX is used for meteorology including temperature, humidity, pressure, wind speed and direction. A GPS unit (ublox M8Q) provides location and position information.

7.2 Monitoring methods - broad area monitoring

In broad area monitoring, Aclima's fleet of Mobile Platforms will collect data within the community defined monitoring area boundary. AMPs will measure on publicly accessible roads within this boundary, gathering repeat measurements at different times of day, days of the week, and seasons.

Aclima will conduct monitoring within the defined boundary such that the fleet will complete an average of 20 repeat measurements distributed across all residential and major roads in all census block groups to provide adequate coverage throughout the monitoring area. However, rather than specify the number of samples on any specific length of road within each census block group, Aclima uses a dynamic mobile sampling algorithm that is updated daily with the specific goal of collecting data that will maximize improvement in the characterization of a location's air quality. This approach ensures that sufficient measurements are collected in areas where greater pollutant variability requires additional sampling to achieve representativeness, or measurements that are representative of the conditions across the specific monitoring period. The system uses observed data in combination with predictive models to prioritize data collection in locations based on these factors:

- Number of visits to-date relative to expected visits, given the time elapsed over the 9-month monitoring period
- Time elapsed since the last visit
- Variability in observed pollutant concentrations over repeat visits, i.e. a mismatch between observed concentration and the predicted concentration based on prior observations

At the beginning of the monitoring period, the number of visits is more heavily weighted than the other factors and once a suitable number of observations have been made to make reliable predictions, the variability of observed pollutant concentrations becomes more heavily weighted. In the end, locations where pollutant variability is higher, will be prioritized for more repeat visits in order to more adequately characterize the average pollutant concentrations in these locations.

Aclima ensures continuous mobile monitoring throughout the day by staffing driving shifts throughout the day and staggering start times to avoid operational gaps when drivers are ending and starting shifts. The drive planning algorithm operates across large areas, not individual communities of varying sizes, and aims for spatially diverse data collection daily across all CNCs, regardless of the amount of road miles contained in those communities. To mitigate time-of-day bias, specific road locations are randomly assigned to 6-hour windows on a daily basis to mitigate against overly biased collection in certain locations to certain times of day. The sampling algorithm also prioritizes maintaining an equal revisit rate across the monitoring area, aiming for the 20-visit average over a nine-month period rather than quickly completing specific locations. Locations that receive 20 visits early on in the nine-month period will continue to be visited over time.

The mobile sampling algorithm ensures sufficient data collection to support the calculation of spatially resolved ambient concentration estimates. In addition, the method supports source identification and assessment of disproportionate impacts by directing more sampling in regions where there is larger variation in pollution concentrations. For a detailed discussion of the broad area mobile monitoring and the dynamic mobile monitoring algorithm, see Aclima's QA documentation in the [Appendices C, D, and E](#).

The broad area monitoring boundary for Vallejo is shown in Section 8: Monitoring Areas.

7.3 Monitoring methods - targeted area monitoring

UC Berkeley will conduct targeted area monitoring that focuses on specific air pollution concerns at smaller spatial scales. This involves monitoring over a relatively small area over a shorter duration in time (approximately 1 to 2 weeks) and is designed to complement the broad area monitoring coverage by providing more in-depth information about a specific area of concern. This can provide both enhanced characterization of pollution sources as well as an assessment of the locations of concern and sensitive receptors in the community that are impacted by source emissions. Targeted area monitoring is designed to perform detailed chemical, temporal, and/or spatial characterization at a select number of locations of concern identified by communities. The characterization can include aspects such as denser temporal information about pollutants by time of day, detailed chemical speciation around sources of concern in a particular area, or spatial information about the location of an emission source and extent of the areas and people impacted by the source.

The mobile monitoring method for targeted area monitoring is different from that used for broad area monitoring. By the nature of targeted area monitoring, a more customized driving method is necessary to support air monitoring objectives and concerns specific to individual communities. As with the broad area monitoring, representativeness is achieved by conducting repeat measurements to sufficiently characterize pollutant concentrations; however, the repeat measurements will typically (though not exclusively) occur over a more condensed time period in these targeted investigations.

Section 8 (Monitoring Areas) details the targeted area monitoring study that will be conducted in Vallejo.

7.4 Strengths and limitations of mobile monitoring

Because of the nature of mobile monitoring and how it differs from stationary monitoring, there are inherent strengths and limitations to the approach.

- Mobile monitoring can cover more area at a higher spatial resolution than stationary networks (i.e. fewer spatial gaps in coverage). However, because mobile monitoring vehicles can only spend a limited period of time at a given location, there may be gaps in time for that location where monitoring data is not available.
- Mobile monitoring sensors and instruments can gather valid data on a wide variety of important pollutants for informing community action, but to achieve high spatial resolution, gather data on fewer pollutants and at lower precision and accuracy than is possible in stationary networks. As a result, mobile monitoring sensors are not certified by the U.S. EPA for gathering data that can be compared against national ambient air quality standards (NAAQS) and used in regulatory actions under the Clean Air Act. For certain regulatory actions, a follow-up study using U.S. EPA-approved monitoring methods may be necessary.
- While mobile monitoring can provide a significant amount of information across a given geographic area, monitoring vehicles may be present in that area for a limited period of time. This may mean rare events or seasonal patterns are not captured in the dataset.

8. Monitoring Areas

8.1 Community Mileage Allocation

A requirement for SMMI is that at least 50% of the population in the areas monitored are living in areas designated as Disadvantaged Communities (DAC), as defined by the top 25% of CalEnviroScreen scores under SB535. Across all CNCs designated for monitoring as part of SMMI, the total population is approximately 7.9M people, of which 2.9M people live in DACs (approximately one quarter of the California-wide DAC population). Aclima's monitoring resourcing scales with the length of roads contained within the selected monitoring area; in other words, more vehicles and drivers are required to monitor areas with a higher total length of roads. For all CNCs combined the total contained road length is approximately 18,000 miles⁴. The DAC census tracts combine to about 6700 miles. Aclima determined that allocating resources for SMMI such that approximately 12,000 miles of roads could be covered would allow for covering the DAC communities while also keeping the total % of DAC population at 50% or above, whereas adding additional resources would reduce the percentage of DAC population receiving monitoring resources. The implication of this is that because not all communities will receive monitoring resources to cover the entire community, an equitable process for allocating monitoring resources per community would need to be developed that would ensure that communities with higher proportions of DAC population will receive more monitoring resources. In consultation with the Project Expert Group (PEG), Aclima developed a method for allocating monitoring resources for broad area monitoring across the 62 CNCs that are part of the SMMI. The approach involved 3 steps:

1. The total number of available road miles was distributed across air districts according to the proportion of population contained within the CNCs in each of the 5 air districts containing the 62 CNCs (Imperial County, South Coast, San Joaquin Valley, Sacramento Metro, and Bay Area)⁵. This resulted in 100% of the road miles for CNCs in Sacramento, San Joaquin, and Imperial County Air Districts being allocated, because the proportion of these air districts' population is higher than their proportion of the CNC road miles compared to that over all CNCs. For the Bay Area and South Coast CNCs, there were more miles present within the CNCs than there were miles available, and therefore a method was required for allocating the remaining miles among individual CNCs.
2. A customized prioritization metric for each census tract across all CNCs was defined to rank CNCs according to various socioeconomic and environmental indicators. This prioritization method was defined in consultation with the PEG. A description of how this prioritization metric was defined is given below.
3. Individual census tracts within CNCs were successively selected based on this customized ranking until the total road miles available for monitoring in each air district was exhausted. The road mile length of the census tracts selected is added up for each CNC, and that total is the number of miles available for monitoring for that CNC. The total number of miles assigned to each community by this method is presented in [Appendix B](#).

The prioritization metric was created as an alternative to the [CalEnviroScreen](#) (CES4.0) score, addressing concerns raised by the PEG about the relevance of many of the metrics used in CalEnviroScreen as applied to the SMMI. Note that because the DAC communities are defined based on CES (under SB535), the PEG's prioritization metric will

⁴ Only major and residential road types are considered in estimates of monitoring area road miles for resourcing purposes; however, all accessible road types, which includes major, residential and highways/freeways, will be driven.

⁵ The populations used for each Air District in this calculation are: Bay Area - 2838232; Imperial - 15330; Sacramento Metro - 138633; San Joaquin Valley Unified - 687473; South Coast - 4573865.

result in some non-DAC communities being prioritized over DAC communities. The methodology Aclima used, in coordination with the PEG, is outlined below.

- Aclima proposed a customized weighting of individual environmental and socioeconomic indicators relevant to the SMMI monitoring methodologies (including some in CalEnviroScreen plus others). The weighting was determined by a survey of PEG members, who collectively assigned weights to each available indicator.
- Survey Score Normalization: The Max/Min method was used to normalize the survey responses from PEG members to a scale of 0 to 1. This ensured that individual respondents' tendencies to give consistently higher or lower ratings did not skew the overall results.
- Indicator Weighting and Scoring: The normalized raw survey results were used to create weighting factors for each indicator. These weighting factors are shown in [Appendix B](#). For each census tract, a mileage allocation score is derived by converting each indicator value into a percentile rank across all census tracts contained in the CNCs. This rank is multiplied by its corresponding weight, summing across all indicators, and normalizing to a value between 1-100. The indicators were taken from CES 4.0 and two additional non-CES indicators were added: the density of [AB2588 Air Toxics Hot Spots](#) and the density of large permitted sources, both measured as the number of sources per unit road length in census tracts. Some of the sources in the inventory had no emissions reported; these sources were first removed before calculating the density of sources.
- Final Score Calculation: The weighted scores for each indicator were summed for each census tract. This summed result was then normalized to a scale of 1-100 to create a PEG mileage allocation score for every census tract contained within the 62 CNCs. The final indicators and scores are available in [Appendix B](#).

While this approach resulted in census tracts with the highest prioritization scores being prioritized within CNCs for the purposes of mileage allocation, the Community Engagement Plan ([Appendix A](#)) outlined a process for the Engagement Leads to work with communities directly to use the road mileage budgeted to select monitoring boundaries according to the priorities indicated by the communities. While this process empowers the local communities to make the decisions about where to direct monitoring, it should be acknowledged that the final monitoring area boundaries may not necessarily include the most disadvantaged communities as defined by established metrics such as CalEnviroScreen or by the PEG-developed metric.

For Vallejo, the total road length (for residential and major roads only) within the community is 402 miles, and the allocated mileage is 358 miles, as determined through the process above.

8.2 Broad Area Monitoring Coverage

Aclima's vehicles will gather detailed location-based and time-based pollution measurements throughout the community. This will happen over a nine-month period as the vehicles drive on roads that are open to the public. The specific neighborhoods where this mobile monitoring will take place were decided by the community members themselves during meetings led by Citizen Air Monitoring Network. Broad area monitoring will occur consistently across a 9-month period from June to March, with repeat frequency in all locations (at the census block group level) on average approximately once every 2 weeks.

The maps below identify the region selected by the community for broad area monitoring along with location characteristics about known air pollution sources and community-identified concerns. Meteorological data (wind speed and direction) will be collected on the mobile platform and will be an additional location-based characteristic for incorporating into analysis and interpretation of data.

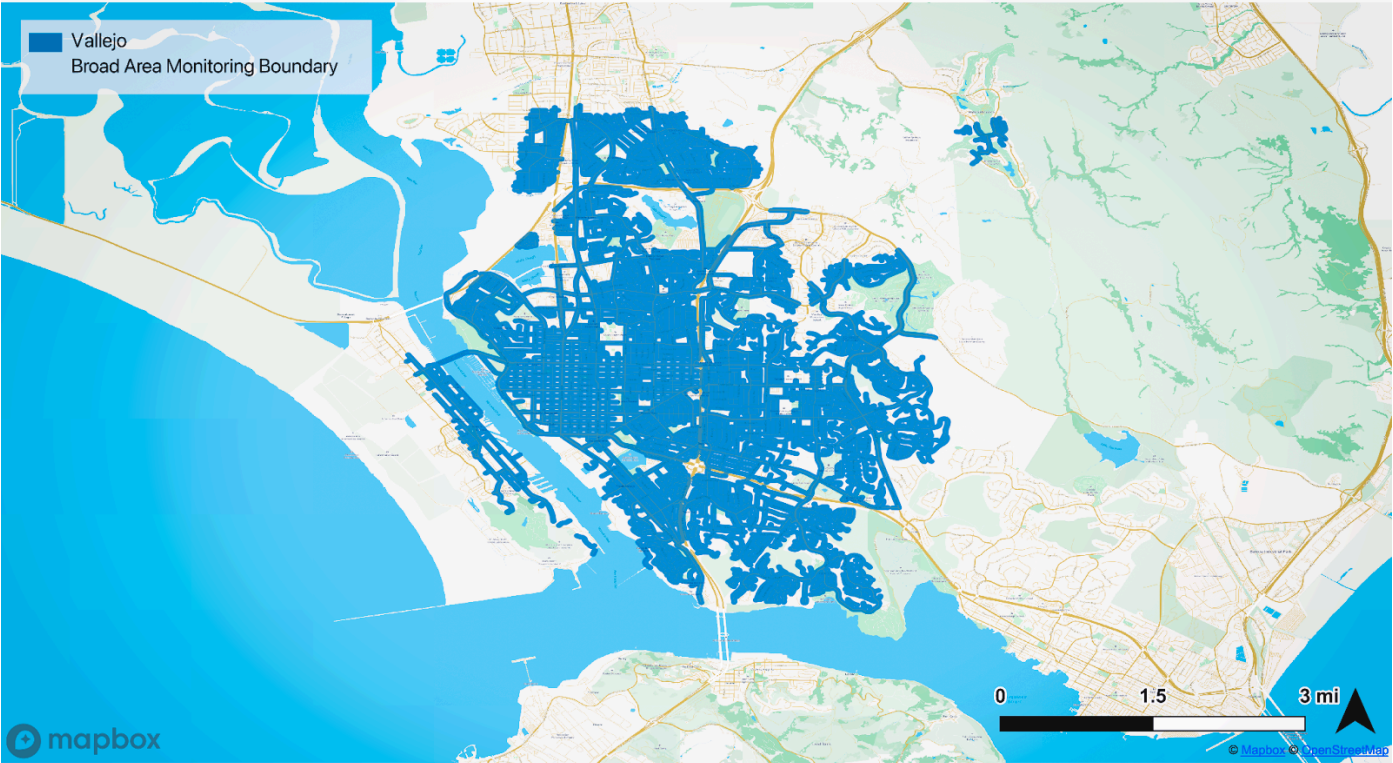


Figure 8.1: Map of the broad area monitoring boundary selected by Vallejo community members.

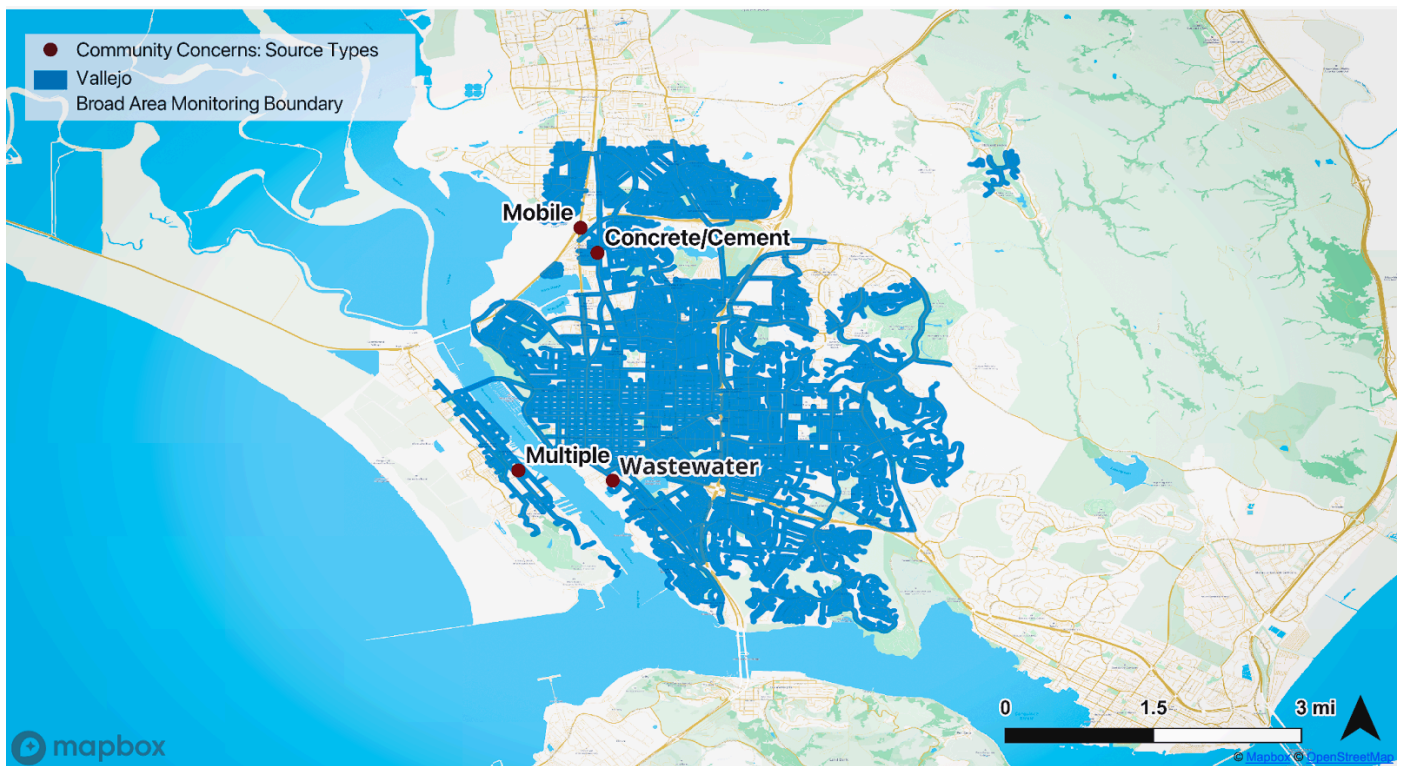


Figure 8.2: Map of the Vallejo broad area monitoring boundary and local air quality community concerns. Concerns noted by Vallejo community members include a wastewater treatment plant, a concrete production site, several mixed industrial facilities, and general highway traffic.

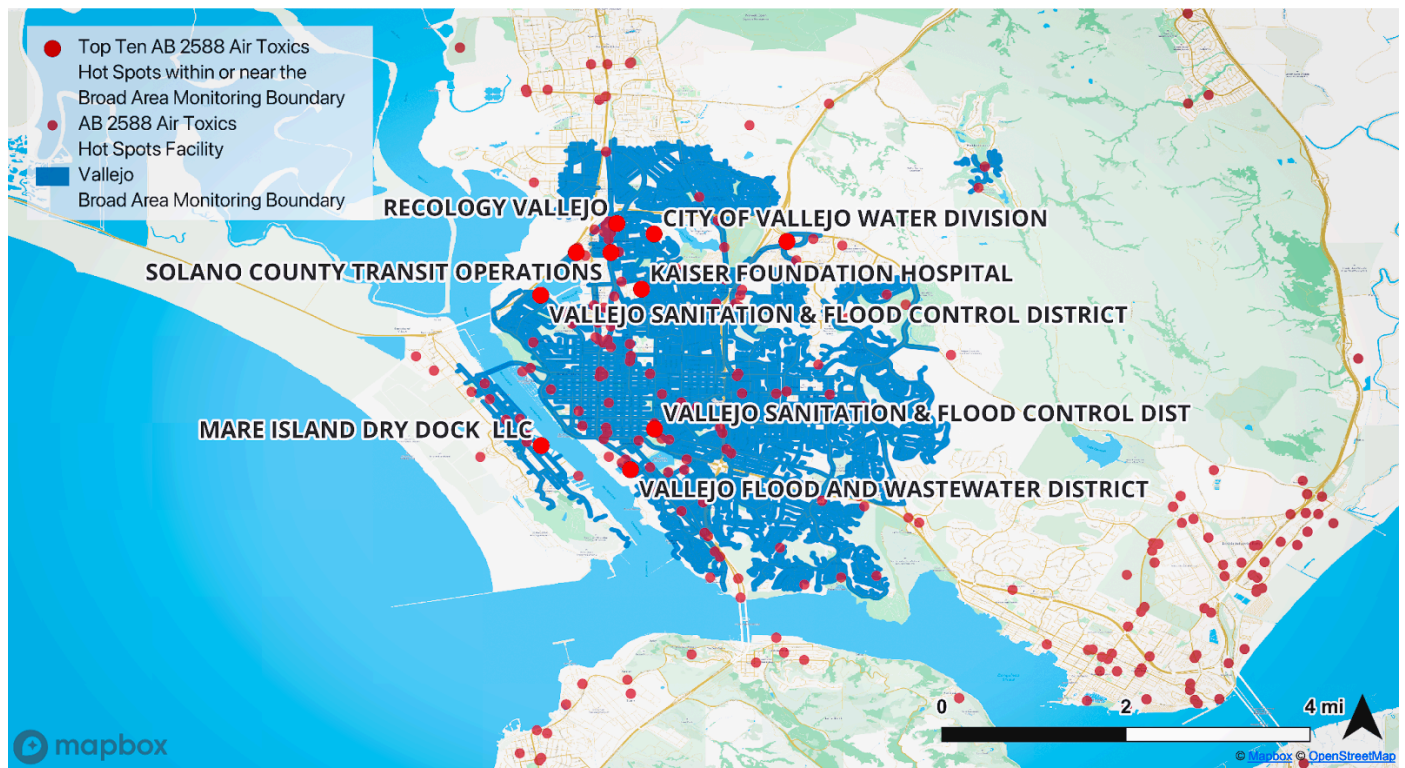


Figure 8.3: Map of AB 2588 Air Toxics Hot Spots within and near the Vallejo broad area monitoring boundary. The top 10 hot spots, based on total toxicity-weighted emissions (TWE), are emphasized. These sources include wastewater treatment and sanitation facilities, hospitals and healthcare services, transit and transport operations, shipbuilding sites, and a variety of mixed industrial sources.

8.3 Targeted Area Monitoring

Targeted area monitoring studies are designed to flexibly address specific air quality concerns raised by communities. The monitoring method, data analysis approach, and visualization approach will be customized to collect, visualize, and interpret the data in a way that is most effective for providing results that can ultimately be used to take action to address the air pollution concern. Aclima and the PML teams, with guidance from the PEG, have developed a method that draws from a modular set of predetermined monitoring, analysis, and visualization approaches that can be combined in unique ways to address a number of different concern types and monitoring objectives.

The air quality survey, community meetings conducted by ELs, and other outreach conducted with community members and air district representatives identified and prioritized the community air quality concerns (detailed in Section 2.3).

From the concern and monitoring objectives, a monitoring, analysis, and visualization approach is selected that is most appropriate for providing actionable results to help address the community air quality concerns.

The targeted area study for Vallejo will be conducted by the Berkeley Mobile monitoring lab and will address the community identified concern about the Southwest region of Vallejo, including all mainland areas south of Tennessee St and west of the I-80 Freeway being a generally impacted area with multiple different pollution sources of concern. The primary monitoring objective for this targeted area study is to characterize the location and type of pollution

coming from the various sources in this area. As a secondary focus, the data collected may also be able to identify locations of disproportionate impact. Some of the pollution source types identified as being important in this area include wastewater treatment, cement and construction aggregate, food processing and packaging, industrial coatings and ship repair, and the petroleum refining industry (located outside the community, but proximal). Some of the key pollutants that will be of focus include TVOCs, methane/ethane, various air toxics such as benzene, toluene, naphthalene, and acrolein, other odorous VOCs, black carbon, PM_{2.5}, CO, and NO₂. This targeted area study will be conducted using the following monitoring approach:

- **General Survey** Repeated monitoring along a predetermined route or on all roads within a predetermined area, attempting to collect air pollutant data evenly across time.

The Berkeley Mobile Lab will monitor Vallejo by performing a general survey of impacted areas. Additionally, transects of major roads throughout the entire community will be performed. This will address high emitting source concerns as well as producing multiple background measurements for the area. A drive plan will be constructed such that each targeted area/road is able to be measured within approximately 8 hours. This drive plan will be repeated at least 5 times between September 2025 and February 2026 with the starting location and pathing staggered such that repeat measurements of sources are completed at different times of the day to build up statistics. The route plan can be subject to change since the Berkeley Mobile Lab is piloted by an experienced team of atmospheric scientists, and routes are selected live according to incoming data streams when monitoring within community boundaries. This means that although the exact pathing of a drive can be altered on-the-fly, a drive will not be marked "completed" until a general survey around the identified community concerns/toxic air hotspots is performed. Some drives may therefore take longer than 8 hours or may need to be repeated if data are observed that require leaving the target area. Aclima and the Berkeley team will be in touch with the Vallejo engagement leads when plans are finalized in order to alert the community. Community specific information about the local concerns and sources as well as the accessibility of certain roads can be discussed at this point in order to inform the mapping routes.

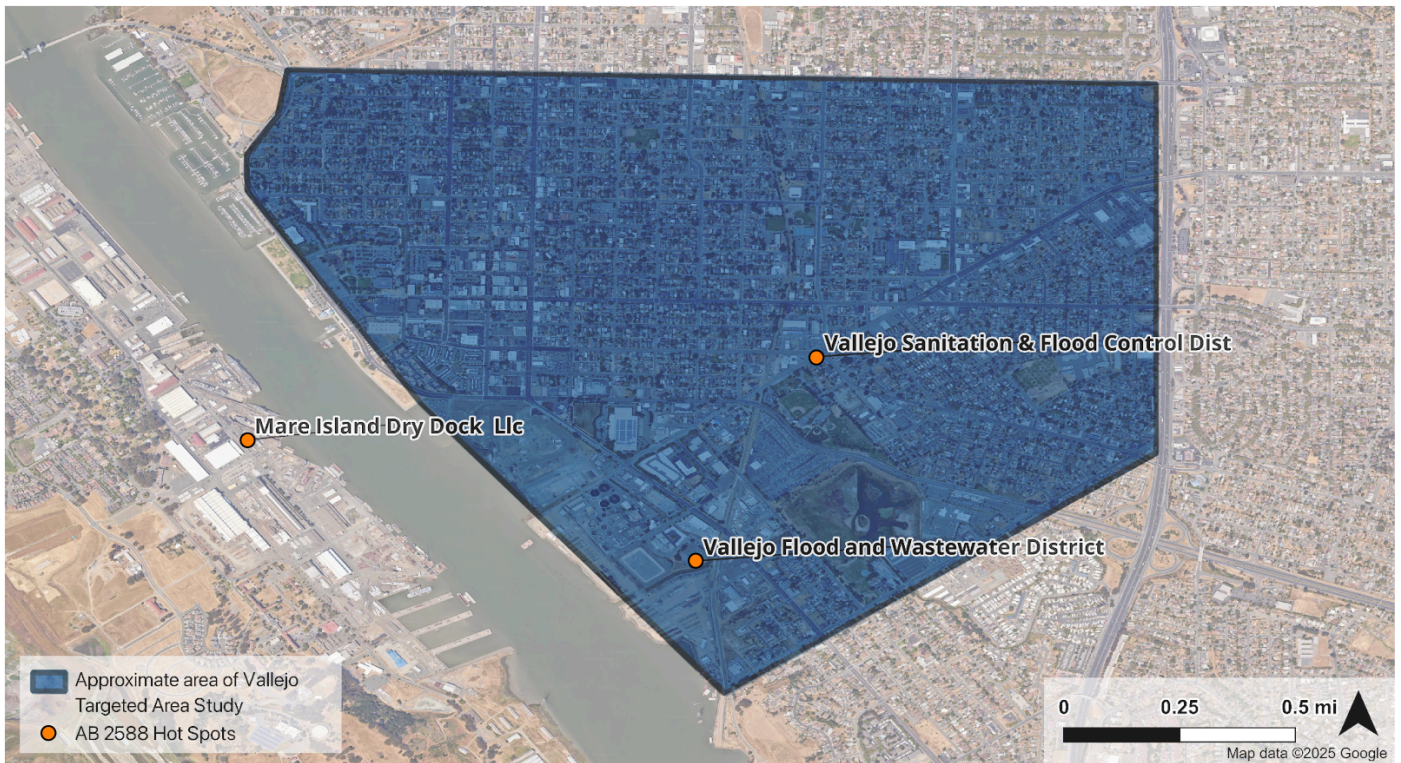


Figure 8.4: Map showing approximate area for the targeted area study, indicating the area south of Tennessee St and west of I-80. Also shown are a few of the AB2588 Air Toxics Hot Spots in the vicinity. Additional sources and concerns are shown in Figures 8.2 and 8.3. Actual drive plan and extent of monitoring is to be determined. See text for description of the monitoring approach.

9. Quality control procedures

Quality control procedures are an important part of all air monitoring plans because they outline the work that will be done before, during, and after the measurement period to make sure that the data collected meet Aclima’s data quality objectives.

9.1 Aclima’s Quality Assurance and Quality Control Procedures

Aclima has a comprehensive set of quality control (QC) procedures in place throughout the entire monitoring process, from the moment the sensors are installed into vehicles up until the final data is analyzed. These procedures help us track and minimize uncertainty, ensuring that the data collected is appropriate for the intended monitoring objectives. The following is a brief overview of these procedures. A full description of these procedures is included as accompanying documents in [Appendices C, D, and E](#), including the frequency of QC checks conducted.

Ensuring Sensors Measure Accurately: Calibration

Calibration is a critical part of Aclima's quality control process. Aclima compares its sensors against trusted reference instruments and standards to make sure they are reporting the correct pollutant levels. Aclima does this at several stages:

- **Before Deployment (Pre-deployment Calibration):** Before mobile monitoring vehicles start collecting data in the community, each sensor undergoes a thorough calibration process.
- **During and After Deployment (Calibration Check):** During and after a mobile monitoring period, the sensors are brought back to Aclima's calibration facilities and recalibrated using the same methods as before deployment. This helps the team see if the sensors have drifted or changed their readings during the monitoring period. Calibration checks will occur approximately once every 6-8 weeks over the 9-month monitoring period.
- **Addressing Calibration Drift:** If Aclima finds that a sensor's calibration has shifted between any two calibration events, the team carefully reviews the data and may apply adjustments to ensure the accuracy of the measurements taken during the monitoring period. The way Aclima corrects for drift depends on the pollutant and the type of data product (e.g., long-term averages vs. short-term spikes).

Ongoing Checks During Monitoring:

There are several ongoing checks that occur while mobile monitoring vehicles are in the field:

- **Driver Checks:** Aclima's trained drivers perform daily visual inspections of the monitoring system, including checking sample lines and performing **PM zero checks** to ensure the system is operating correctly. They also monitor data connectivity and clean the black carbon sensor inlet.
- **Automated System Checks:** Aclima's mobile platform continuously monitors various **system status indicators**, such as temperature, pressure, humidity, and flow rates within the sensors. If these indicators fall outside of acceptable ranges, the data is automatically flagged for review. This helps us identify potential issues early on.
- **Manual Data Review:** Aclima's technical staff remotely monitor the incoming data and system diagnostics on a weekly basis to look for trends, unusual patterns, or potential sensor issues that automated checks might miss. Aclima may compare its data to that from nearby regulatory air monitoring stations to provide context for how pollutants are generally behaving over time in the region.

Addressing and Correcting Issues:

If any issues are detected during quality control checks, Aclima has the following procedures in place to address them:

- **Troubleshooting and Repairs:** For minor issues, drivers may be able to perform simple repairs in the field. For more complex problems, sensors or even the entire Aclima Mobile Node (AMN) may be returned to the calibration facilities for repair, recalibration, or replacement.
- **Data Flagging and Exclusion:** If Aclima identifies data that is likely inaccurate due to a sensor malfunction or other issue, Aclima flags this data in the system. Severely compromised data is excluded from further analysis to prevent it from affecting the final data products. Data that may have slightly higher uncertainty is noted and may be handled with more caution. Both the severity and the reason for flagging will be indicated

- Data Adjustments:** If a calibration check reveals a consistent drift in a sensor's readings since the previous calibration, Aclima may apply adjustments to the data collected during the deployment to improve its accuracy over that time period. All data modifications are carefully tracked in Aclima's database. During calibration checks, the sensors also undergo recalibrations to derive the next set of calibration parameters for the next phase of data collection.

Table 9.1: Summary of Aclima QC Procedures and Frequency

Quality Control Activity	Frequency
Driver system checks (PM zeros, data connectivity, tubing and cable checks)	Daily
Manual data review	Weekly
Calibration checks (and subsequent recalibration)	Every 6-8 weeks
Routine Maintenance (internal filter or other consumables swaps, leak checks)	Every 6-8 weeks at calibration checks
Installation and Uninstall Checks (Flow checks, sample line cleaning, sample line filter swaps, etc)	Every 6-8 weeks at calibration checks
On-demand maintenance	As needed

Collocation of Aclima AMN at Regulatory Sites

Aclima AMNs will be installed at 2 regulatory monitoring sites operated by CARB or local air districts across California for long term intercomparisons in order to directly compare Aclima's measurements to regulatory measurements in different regions of the state. There are two motivations for this inter-comparison:

1. Provide transparency about how Aclima's measurements compare to FEM/FRM measurements of the key criteria pollutants (NO₂, O₃, CO, and PM_{2.5}).
2. Identify any region-specific biases in the comparison of the AMN PM_{2.5} measurement with FEM methods. Aclima will consult with CARB to determine whether any systematic adjustment to Aclima's PM_{2.5} data should be performed based on the results of this intercomparison (see Appendices C and D for more details on the treatment of systematic bias).

These intercomparisons will be evaluated and quantified using various Data Quality Indicators (DQIs) (e.g. bias, precision, mean bias error, R², etc). As of the publication of this CAMP, an AMN has been installed at a regulatory site in Sacramento (Downtown Sacramento – T Street, 1309 T Street, Sacramento, CA) and in Fresno (Fresno – Garland, 3727 N. 1st Street, Ste. 104, Fresno, CA). These sites were selected based on availability of space as well as the desire to collect AMN data in the Central Valley for characterizing regional differences in PM_{2.5}. This data will be included in the data set released to the public at the conclusion of SMMI and the results of the intercomparison will be summarized in the final report.

Documentation and Oversight

Aclima maintains detailed records of all quality control activities. This includes calibration records, maintenance logs, data review notes, and any data adjustments made. The Quality Assurance Manager is responsible for overseeing Aclima’s quality assurance system, ensuring that company procedures are followed and that Aclima’s data meets high quality standards. Results from calibration records will be summarized in the project final report.

9.2 Partner Mobile Laboratories Quality Assurance and Quality Control Procedures

The Berkeley PML QA/QC process includes weekly calibrations of gas-phase instruments using certified gas standards, and weekly baseline readings for particle-phase instrumentation. Data recovery is targeted at 90% for each day or drive, with repeats conducted if recovery goals are not met. Precision, measured through span checks and relative standard deviation comparisons, and accuracy, assessed through instrument responses to known gas concentrations, are regularly monitored and reported. Any significant change in precision or accuracy triggers a full diagnostics check. Table 9.2 shows the QA activities and their frequency. Additionally, data are continuously reviewed during acquisition for potentially problematic data records through instrument alarms. These alarms are flagged and recorded with a corresponding indication of whether the data is impacted or not. Data that are deemed faulty, either by automatic alarms or manual review, are flagged in the transmitted files.

A full description of these procedures is included in an accompanying document in [Appendix G](#).

Table 9.2: Summary of Berkeley QA Procedures and Frequency

Quality Control Activity	Associated Instrument(s)	Frequency
VOC gas blend of 1 ppm 1,3-butadiene, 1,3,5-trimethyl benzene, 1 ppm acetaldehyde, 1 ppm acetone, 1 ppm acrylonitrile, 1 ppm ethanol, 1 ppm hexane, 1 ppm isoprene, 1 ppm limonene, 1 ppm m-xylene, 1 ppm methyl ethyl ketone, 1 ppm methyl vinyl ketone, 1 ppm toluene	Vocus PTR-TOF-MS	1x Weekly
5 ppm NO	CAPS NO2 and Ecophysics NO/NO2/NOx	1x Weekly
1.9 ppm CH4, 400 ppm CO2, 0.1 ppm CO	Aeris CH4/C2H6, Licor CO2, Aeris CO/N2O	1x Weekly
30 ppm CH4, 1 ppm C2H6, 2000 ppm CO2, 10 ppm CO	Aeris CH4/C2H6, Licor CO2, Aeris CO/N2O	1x Weekly

An Aclima AMN will be installed in the PML for intercomparisons of PML measurements with Aclima measurements. Additionally, inter-comparison exercises are planned between different PML teams participating in SMMI, which are expected to include cross-comparisons of reference gases and parked collocations.

10. Data management

The section briefly outlines how Aclima's system manages data from Aclima Mobile Nodes (AMNs) and Partner Mobile Laboratories (PMLs) throughout the SMMI campaign, fulfilling specific Scope of Work elements related to data management procedures and transfer mechanisms. A detailed description of Data Management can be found in [Appendix F](#).

10.1 Data categories and levels

Data collected as part of this CAMP will range from 1-second measurements used for analysis, combinations or summaries of data collected throughout the observation period, and more rapid notifications of the detection of high concentrations. Aclima organizes these data further into levels reflecting the degree of processing, from the lowest level (Level 0, or L0) at sensor readout to high level (Level 4, or L4) modeled analyses which synthesize individual data points into actionable insights and data summaries for dissemination through visualization and reporting.

Table 10.1: Aclima's Data Processing Levels. Asterisks (*) indicate data levels provided to CARB or in support of non-scientific communication and community visualization.

Data Level	Name	Definition	Example
0	Raw Signal	Original signal produced by the sensor.	Voltage, digital number, raw mass spectra data
1	Intermediate geophysical quantities	Derived from Level 0 data using basic physical principles or calibration equations.	Concentration in ppb or ug/m3
2a*	Standard geophysical quantities	Estimate using sensor plus associated physical measurements directly related to measurement principle.	NO2 derived from O3 and Ox (O3+NO2) Temperature and humidity correction to sensor estimates. Methane and speciated air toxics peaks derived from time series data.
2b	Standard geophysical quantities, extended	Level 2a but using external data sources for artifact correction & directly related to measurement principle.	Not planned for use in the SMMI effort.
3*	Advanced geophysical quantities	Aggregated geospatial products using standard statistical methods.	Basic average concentration maps.

Data Level	Name	Definition	Example
			Maps of enhancement events.
4*	Spatially continuous geophysical quantities, modeled spatio-temporal phenomenology	Aggregated geospatial products using advanced statistical models and potentially external data	Statistically reconstructed concentration maps with confidence intervals. Locations of persistently elevated concentrations maps

10.2 Data management pipeline

The Data Management Pipeline includes five stages that manage data from collection to analysis. First, 1-Hz sensor data and accompanying metadata are **published** to remote (cloud) systems. Next, the sensor data and metadata are **ingested** into Aclima cloud storage. This Level 0 data is archived to ensure it is never altered. PML data is processed separately but in compatible formats. The raw, Level 0 data is **transformed** into calibrated physical quantities (Level 1) and further refined standard measurements (Level 2a), applying necessary corrections, time-shifting adjustments for sensor lag, and performing both automated and manual data quality flagging. Next, the **models** are used to aggregate L1/L2a information into higher-level geospatial data products (Level 3 using standard statistical methods and Level 4 employing advanced modeling techniques) to identify emission sources and disproportionately affected areas. Lastly, the data in all levels are labeled and **stored** using scalable cloud data storage. The original collected data is always preserved, and snapshots are taken at critical states. CARB will have access for a three-month period post-contract.

10.3 Data review and quality assurance

The data management system incorporates support for data review checks, defined as the manual or automated flagging of automated signals from sensor time series. Scientific details of data review can be found in the [Appendices C, D, E, and F](#). Different data review and QA activities take place at different stages.

During the active deployment of a monitoring device and as data is streaming to the cloud, the monitoring team periodically checks (through a combination of manual and automated processes) the data being ingested to flag any sensor or data quality issues as they arise. Wherever possible, issues are resolved quickly in the field. Data that must be omitted from use for any reason (e.g. leaks, sensor failure, flow blockage, etc) is flagged.

After the deployment of a monitoring device is over (once the device returns to its home base), the monitoring team conducts a full review of all sensor data collected during that device’s deployment, to ensure any issues that may have slipped through the cracks during the deployment period are detected before data is finally verified. Once again, any well-characterized data issues are flagged and any omissions from use are marked.

Once the deployment of all monitoring devices in the fleet is over (once all devices return to home base and the monitoring period is over), all collected data is re-processed to take account of flags and omissions and to prepare data for handing over to CARB and the community.

The original data coming from the sensors is always preserved, as well as all annotations from the various review and QA steps, so that the inclusion or omission of specific data can be properly traced.

10.4 Data transfer

Finalized L2a data from Aclima and the PMLs will be transferred to CARB via secure cloud storage, following a defined schema compatible with EPA's AQS where applicable. The delivery cadence of finalized data to CARB will be monthly beginning 4 months after data collection. File formatting and other details are specified in [Appendix F](#).

10.5 Data visualization

Data will be used to create datasets and visualizations (e.g., Esri StoryMaps) focused on identifying pollution sources and areas of disproportionate impact, with templates and specific data layers described. Aclima will develop these, but CARB will own and host the final StoryMaps.

11. Work plan for conducting field measurements

The plan must describe field procedures that will be followed by those conducting measurements and provide the timeline for community air monitoring. Field procedures spell out individual tasks with enough detail so that staff with the necessary training can complete the tasks. Examples of specific field procedures include documenting actions in logbooks, completing chain of custody forms, and conducting specific quality control procedures. The timeline needs to establish the duration of field measurements and denote milestones for completing key tasks. The plan will also describe communication and coordination steps to ensure field personnel know whom to contact for questions and how work products are delivered. Relevant safety considerations should also be documented.

The work plan for field measurements is distinguished by the monitoring approach.

11.1 Broad area monitoring

11.1.1 Field materials and procedures

Broad area monitoring principally involves the Aclima fleet (Aclima Mobile Platforms, or AMPs). Each vehicle is operated by an Aclima driver, who begins their shift at a local hub powering up instruments, a safety check, and troubleshooting. Their driving day is managed by a mobile application in their vehicle and includes mandated breaks. The day ends back at the local hub and with an instrument shutdown routine. During the day, each AMP is active on a route, constantly collecting data at 1 second intervals.

11.1.2 Communication and coordination

The operations team uses a range of software applications for communication, fleet management, safety, and navigation:

- Information for each operator starting their shift is communicated via a messaging application.
- Each operator can access online resources (written and video instructions) that describe specific standard operating procedures and provide resources for a range of encountered situations.
- Any photos or notes that the operator takes during the day are captured via a dedicated fleet management application.
- A sensor/instrument interface gives basic information to the operator on data reporting status.

- A dashboard mapping application loads the monitoring plan for the day and provides guidance on the route the operator must follow
- For general communication, a dispatch phone line is maintained.
- Operators can also file tickets for issues that cannot be immediately resolved.
- Safety training and issues are handled via a dedicated platform.

11.1.3 Timeline: duration, frequency, milestones, and deadlines

Broad area monitoring will be conducted by Aclima mobile platforms (AMPs) from June 2025 through the end of February 2026, for a total of approximately nine months of monitoring.

11.2 Targeted area monitoring

In addition to the Broad Area Monitoring, the following section details the work plan for Targeted area monitoring that will be conducted in Vallejo.

11.2.1 Field materials and procedures

The Berkeley van, always operated by a Berkeley affiliate alongside a co-pilot/navigator, starts at either the UC Berkeley campus or, when necessary, a predetermined external location close to the intended sampling area(s). Driving days begin with safety checks, instrument and server inspection, troubleshooting where necessary, and calibrations when appropriate. A target area and time are predetermined before each day's drive. The day ends back at the starting location, and post-drive safety, troubleshooting, and data checks are followed, as well as calibration procedures when appropriate.

The van records data at 1 second intervals, both when actively deployed and when it is at rest. In rare cases, the van may be used for limited stationary monitoring in certain locations and situations, and data from the stationary periods will be reported. Otherwise, monitoring data from drive days is automatically prepared for reporting, and stationary data is available upon request.

11.2.2 Field communication and coordination

- Before and after operation, coordination and communication of monitoring activities are performed primarily via in-person meetings between the van's team (operators and co-pilots) and key project personnel. Throughout operation, management, safety, and navigation needs are addressed through a variety of procedures:
- Each team member has access to online, cloud-based resources that include specific standard operating procedures and resources for resolving a range of common situations.
- Navigation is handled primarily by the co-pilot directing the operator based on continuous feedback from the data systems. Instrument data is plotted on a map in real-time, allowing for simultaneous identification of locations of persistently elevated concentrations and tracking of previously driven roads.
- During each drive, the co-pilot takes notes which are automatically saved to a cloud drive.
- A dashcam is set up in the van which saves photos locally. The SD card is backed up to a cloud drive manually after every drive.

- A web-based interface gives real-time information to the van operators on instrument status and measured pollutant concentrations.
- When the van is operating, an on-call senior scientist is always available in Berkeley for safety, coordination, troubleshooting, and other assistance. On-call team members have near real-time access to the web-based interface to remotely monitor progress and aid in troubleshooting.
- Prior to conducting monitoring, the Berkeley PML team will meet with project representatives from Citizen Air Monitoring Network in order to gain a proper understanding of the local context around the air quality concerns specified in the CAMP for targeted area monitoring. Communication channels may also be established during this meeting in order to provide real-time updates from community members about current air quality conditions or expected events that may impact air quality during the monitoring period.

11.2.3 Timeline: duration, frequency, milestones, and deadlines

Targeted area monitoring will be conducted in Vallejo for a duration of approximately 1 week over a time period to be determined between September 2025 - February 2026. See Section 8.3 for details on the duration and frequency of monitoring.

How will data be used to take action?

12. Evaluating effectiveness

The monitoring work plan and data will be evaluated across all stages of the monitoring phase of SMMI to ensure that air monitoring objectives are being met. These evaluations include on-going processes during monitoring, data review while collection is ongoing, and at data verification at the end of the monitoring period after all data has been collected. For additional details on these processes, see Aclima's detailed QA documentation in [Appendices C, D, E, and G](#). Additional details about the public data release can be found in Section 14.2 and Section 10 of [Appendix E](#).

12.1 Evaluating effectiveness during the monitoring period:

Effectiveness will be continuously evaluated during the active data collection phase to ensure the monitoring is progressing as planned and that potential issues are identified and addressed promptly. This ongoing evaluation will involve several key components:

- **Manual Data Review:** Aclima staff will conduct weekly assessments of vehicle and sensor performance, as well as overall data quality. These reviews consist of visual review of time series data from all sensors on each deployed vehicle, responding to automated alerts for specific known patterns of device issues (e.g. sample line leaks) and addressing through corrective actions as needed, and a review of other associated diagnostic data. The Berkeley team conducts manual data review using an approach outlined in [Appendix G](#).

- **Automated Data Quality Checks:** The data processing pipeline includes automatic status indicator flags that signal when measurements fall outside predefined environmental or physical specifications for the sensors. These flags serve as immediate alerts for potential sensor malfunctions, data anomalies (e.g., negative values or concentrations outside the sensor's range), or issues with supporting systems like flow rates. These checks occur as data streams through the data processing pipeline, in near real-time.
- **Contextual Data Review:** Where available, data from regulatory monitoring sites within the mapping area will be used to provide context for large-scale air quality trends over time. This allows for a comparison of Aclima's sensor data with established networks, helping to identify whether observed patterns are consistent with broader trends or potentially indicative of issues with Aclima's measurements. Factors such as distance between mobile and stationary measurements, road type, site type, and temporal aggregation will be considered during these comparisons. These evaluations occur on a weekly basis as part of the manual review process.
- **Measurement Quality Objectives:** Acceptable quantitative criteria for data quality indicators at the individual sensors (e.g., precision and bias) will serve as benchmarks for evaluating effectiveness. These are referred to as calibration acceptance criteria in Aclima's detailed Quality Assurance document ([Appendix C](#)). In addition to calibration prior to the start of monitoring, all AMNs will receive calibration checks (and subsequent recalibrations) on a 6-8 week basis over the 9-month monitoring period, including at the end of monitoring. The Berkeley team will evaluate their QA checks according to acceptance criteria detailed in [Appendix G](#).
- **Data Verification:** A thorough data verification process will be conducted on an ongoing basis throughout the monitoring period in order to produce finalized data in monthly increments, with the first delivery occurring four months after monitoring begins. The data verification process consists of 1) a manual data review process, 2) a review of calibration results, 3) the application (where necessary) of adjusted calibration parameters and data quality flags for data reprocessing, and 4) a final review of the reprocessed data with applied calibration adjustments and data quality flags. During this process, all of the above data quality checks described above are re-evaluated just prior to and immediately after any reprocessing of data occurs. The Berkeley PML team conducts a similar data verification process as Aclima and on the same delivery cadence; specifics are outlined in [Appendix G](#).
- **Evaluating Broad Area Monitoring Completeness:** Aclima mobile monitoring campaigns are designed to repeatedly drive roads in a monitoring area such that the roads are visited 20 times on average. An automated drive planning system evaluates the amount of driving coverage throughout a region on a daily basis and directs drivers to prioritize visiting roads in relatively underdriven regions. Additionally, Aclima analysts continuously monitor temporal and spatial driving coverage in the event that manual drive routing is needed to prevent regions with unexpectedly low numbers of visits. This is tracked by measuring the average number of measurements on each road by census block group.
- **Evaluating Targeted Area Monitoring Completeness:** The Berkeley team will evaluate the completeness and representativeness in a way that is appropriate and responsive to the targeted area study conducted. In Vallejo, the approach is a general survey of areas in the vicinity of community concerns and known sources. The number of repeat passes will be analysed along with pass-to-pass variability by scientists in charge of the data collection to evaluate the completeness of monitoring.

12.2 Evaluating effectiveness at the end of the Monitoring Period:

A comprehensive evaluation of the overall effectiveness of the community air monitoring initiative will be conducted at the conclusion of the data collection and verification phases. This final evaluation will be documented in the SMMI final report and will provide an overall assessment of the uncertainty associated with the collected data and derived data products. This will encompass various sources of error, including intra-network variability (uncertainty between different monitoring platforms), inter-network comparability (comparison with other monitoring networks, such as regulatory sites), sensor specific measurement errors, and modeling and sampling errors.

- **Comparison with External Data:** The report will include comparisons between Aclima's measurements and data from regulatory stationary monitoring sites. These comparisons will evaluate the accuracy and precision of Aclima's mobile measurements against established reference methods over various timescales. Metrics such as Mean Bias Error (MBE), Mean Absolute Error (MAE), and R^2 will be used to quantify the agreement between the datasets. Additionally, comparisons of the modeled ambient concentration estimates with annual averages from nearby regulatory monitors will be included to assess the overall performance of the data products.
- **Aclima and PML Calibration Results:** Results from the calibration events conducted on Aclima's Mobile Nodes (AMNs) and the PML team, both before, during, and after their deployment. These results will help characterize the typical measurement error at the device level by comparing sensor readings to reference instruments and amongst themselves.
- **Stationary Comparison with Regulatory data:** This evaluation will compare data from Aclima's stationary AMNs, collocated at regulatory monitoring sites, with the measurements from those regulatory monitors. This comparison will help determine the measurement error and how Aclima's data aligns with the established regulatory network's data.
- **Mobile Comparison with Regulatory data:** This analysis will involve comparing in situ measurements collected by Aclima's mobile monitoring fleet near regulatory sites with the concurrent data from those stationary sites. This will provide insight into the agreement between mobile and stationary measurements, considering both measurement errors and the natural spatial and temporal variability of pollutants. This is only relevant for Aclima's data, not the PML data.
- **Ambient Concentration Comparison with Regulatory data:** The hyperlocal ambient concentration estimates will be compared with long term average concentrations from regulatory stationary monitors. This will help assess the overall uncertainty in Aclima's estimates, including factors like modeling and the temporal sparseness of mobile measurements. This is only relevant for Aclima's data, not the PML data.
- **Analysis of completeness and representativeness:** Analysis will be performed to show how well distributed data collection is across times of day, days of week, and season. Additionally, the number of passes in each location will be reported. Similar analyses will be conducted in similar ways for both the targeted and broad area monitoring approaches.

12.3 End of monitoring

Monitoring ends when deployments for all vehicles (AMPs and PMLs) are complete. Given the fixed time constraints for the SMMI final report to be completed by May of 2026, the broad area monitoring period will end after 9 months of data collection. In order to determine successful completion at the end of 9 months the monitoring team will evaluate whether:

- Monitoring coverage has exceeded the required minimum percentage coverage requirement for priority communities within the SMMI-wide monitoring areas (i.e. across all CNCs, not just Vallejo)
- Data gathered is sufficiently representative of the seasonal, time of day, and day of week variation across the monitored area (i.e. not biased by data collection at one specific time), such that they can support the objectives, sub-objectives and presentation plans as uniquely defined in this monitoring plan
- Data gathered is sufficiently representative of the spatial variation in air quality across the monitored area, such that they can support the objectives, sub-objectives and presentation plans as uniquely defined in this monitoring plan

The results of all quantitative evaluations of effectiveness listed above will be included in a Quality Assurance report to accompany the final project report. Details on the above activities will be included for both Aclima and the PML teams.

13. Data analysis and interpretation

13.1 Preparation of finalized datasets

As described in Section 10 on data management (and in detail in the Data Management documentation in [Appendix E](#)), 1-second “finalized” data collected by all sensors and instruments will go through several data verification and validation protocols, and transformation steps before they are described as finalized and made available to CARB.

“Finalized” data is defined as sensor signals transformed to geophysical quantities of measurement (Level 2a), calculated using the sensor signal plus associated physical measurements directly related to the measurement principle such as temperature and relative humidity measurements. Data flagged for artifacts will also be included.

13.2 Aclima analysis, interpretation, and visualization of data

Mobile monitoring data gathered under this CAMP are intended to facilitate focused actions by communities and CARB, including any future work to identify and prioritize locations for more comprehensive community-scale air monitoring, or develop Community Emissions Reduction Programs (CERPs).

To support this potential future work, the monitoring team will generate a series of additional datasets that can help communities better understand and interpret the data in the context of the concerns detailed in this CAMP. These datasets will be in addition to the finalized 1-second data provided directly to CARB and require further processing as described in Section 10 in this monitoring plan. Appendix E Section 2.3 discusses the additional data that will be reported including the quantitative metrics that will be associated with enhancements). These datasets can support identifying and characterizing sources or identifying disproportionate spatial and temporal impacts within a community.

The following is a brief description of the different possible analysis and visualization approaches used by SMMI. In some cases, the analysis approaches are matched with specific monitoring approaches, but there can be various combinations of monitoring and analysis approaches that could be selected to appropriately achieve the desired monitoring objectives.

- **Clusters of enhancement detections on a map** - Identifying locations of pollutant enhancements (high concentrations above background levels) on a map. Clustering or grouping of pollutant enhancements refers to identifying locations where multiple enhancements of the same pollutants are detected at multiple different times over the course of monitoring.
- **Statistics on enhancement detections** - Statistical values that describe how often enhancements were detected in a specific location. Examples include number of detections, the number of detections per visit, or the number of distinct days of detections.
- **Chemical speciation bar graph or pie chart** - A bar chart or pie graph that indicates the relative concentration of different key pollutants of interest in a specific location. This can represent the pollutants within an enhancement detection, averaged across an enhancement cluster (i.e. multiple enhancements in the same location), or in ambient concentrations of background air.
- **Diurnal plot of enhancement detection events** - This analysis shows the frequency of enhancement detections in a particular location by hour of day. This analysis requires balanced sampling across different times of day in the same location.
- **Ambient concentration gradients over plume transects** - Displaying ambient concentrations as they vary in space in the downwind region of an air pollution plume. This type of analysis is generally paired with the plume transect monitoring approach, but a general survey approach may also be appropriate in certain situations.
- **Ambient concentration map of key pollutants** - Displaying a map of ambient concentrations that are generally representative over the time period that monitoring takes place. Typically, the general survey monitoring method or broad area monitoring is required for this type of analysis.
- **Area-wide chemical breakdown bar graph or pie chart** - A bar graph or pie chart showing the relative proportion of different pollutant concentrations detected on average over a particular area of covered. Typically, the general survey monitoring method is most useful for this type of analysis

These example visualizations can help address the community specific concerns in Vallejo for the concerns assigned monitoring objectives in Table 4.1. The map of ambient concentration estimates shown in Figure 13.1, below, is directly responsive to the monitoring objective of identifying disproportionate impacts (e.g. from mobile source emissions and heavy duty truck activity associated with industry in the area). The heat map of locations of persistently elevated concentrations of TVOCs (Figure 13.2) is responsive to the monitoring objectives of characterizing sources (e.g. the Vallejo Flood and Wastewater Treatment Plant and a series of nearby industrial operations in the southwest region of the city). Note that broad area monitoring may result in visualizations that provide information (for example clusters of enhancements) about additional concerns not specifically assigned monitoring objectives or unknown sources not listed specifically as community concerns here.

Some example forms of final data visualizations are shown below.

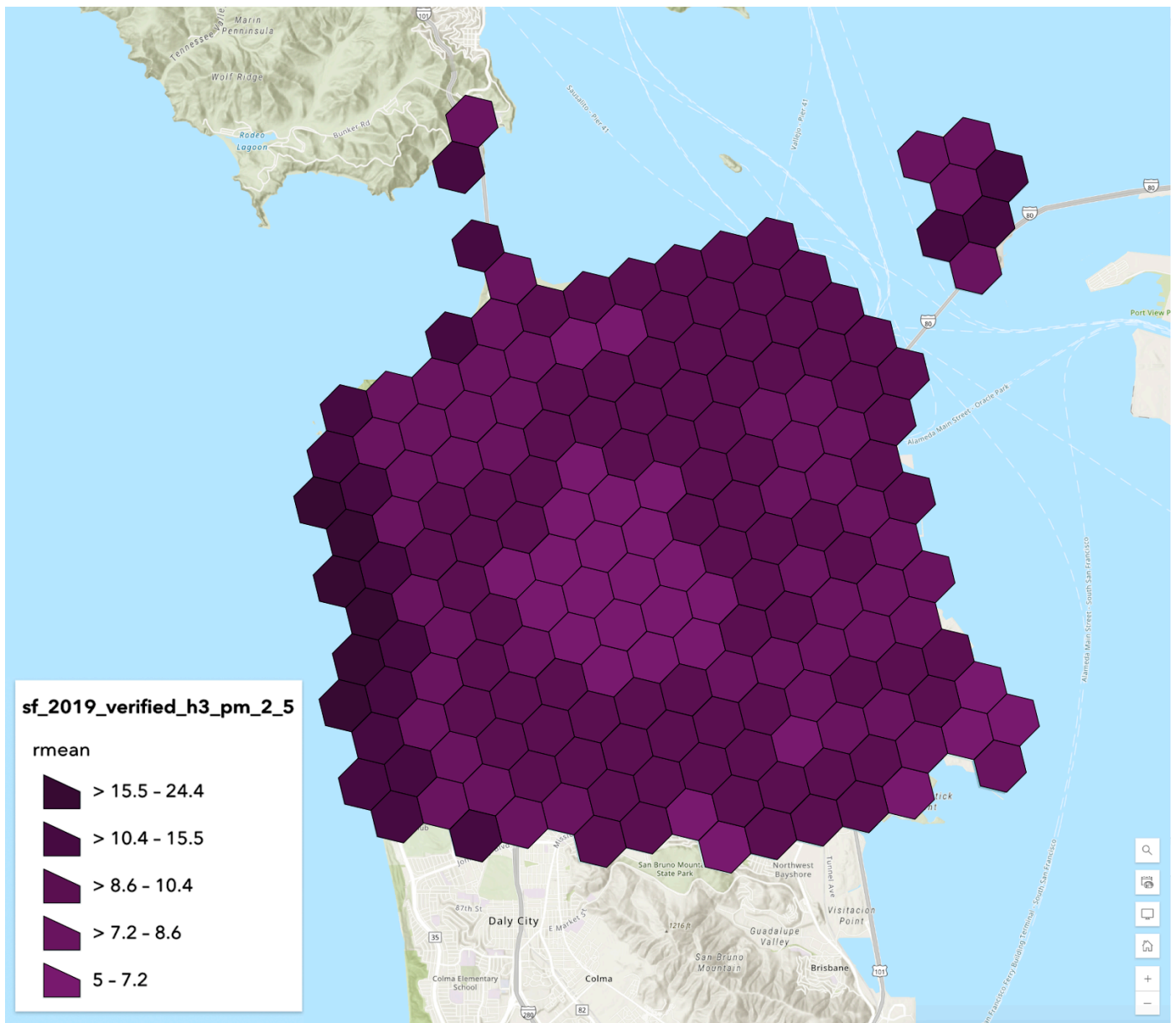


Figure 13.1: Example of a map of ambient concentration of PM_{2.5} over a specific area plotted using hexbins. In this type of map, the color indicates pollutant concentration. In this example, colors indicate PM_{2.5} concentrations for data collected over a 1 year time period in San Francisco, CA. Map data © [Mapbox](#), © [OpenStreetMap](#).

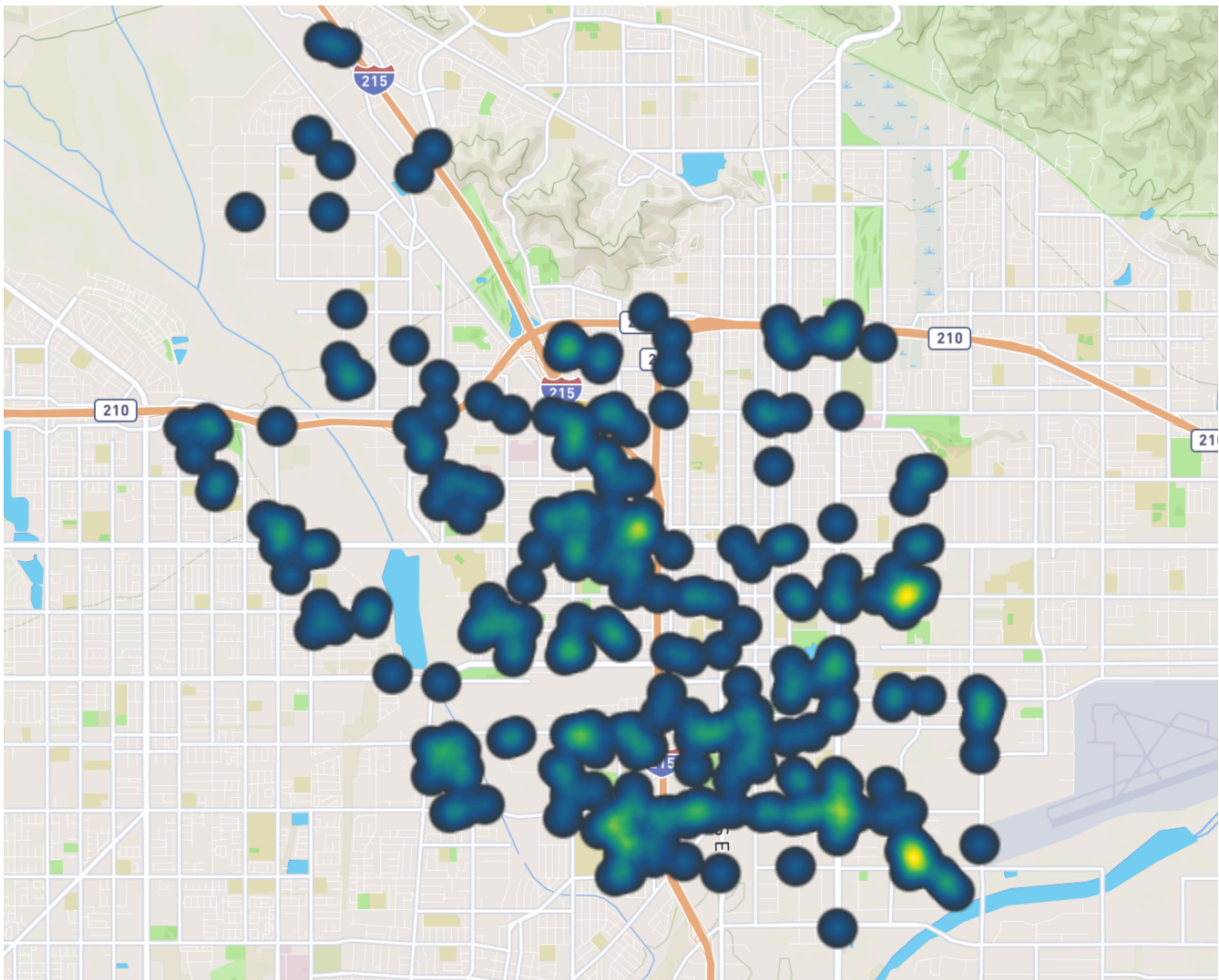


Figure 13.2: Example of plotting an enhancement-based dataset (TVOCs) as a heatmap. In this type of map, the density of individual enhancement events are shown, where the brighter colors indicate a higher density of detected enhancements. In this example, data collected over a 3-month period in San Bernardino, CA are shown. Map data © [Mapbox](#), © [OpenStreetMap](#).

For the concerns assigned specific monitoring objectives in this monitoring plan, the analysis approaches are specified in Table 4.1, in Section 4.3. Appendices D and E provide more detailed descriptions of how different analyses are performed and the different implementations of the approaches that are possible. These appendices also list important limitations that will be taken into account at the analysis stage and will be communicated in the public presentation of results. The specific implementation of these approaches will be determined after the data is collected and evaluated. Data from both Aclima platforms and the Berkeley PML will be analyzed according to the general approaches outlined above.

14. Communication of results to support action

The mobile monitoring data collected in this community will be analyzed and presented to support focused action to reduce emissions or exposure. This requires an accessible visualization, of which Aclima has many. CARB has selected ESRI StoryMaps as their visualization platform.

The project offers Engagement Leads supplemental budgets for capacity building and relationship building to foster the partnerships necessary for translating data into emissions reduction actions.

14.1 Reporting of high concentrations prior to the end of the contract

The primary intent of the SMMI is not for real-time notification. However, during data collection, there may be instances where pollutant concentrations significantly exceed expected levels. To address these situations, a response protocol has been established to ensure that such anomalies are promptly reviewed and assessed in coordination with relevant agencies and shared with community stakeholders. If concentrations exceed the thresholds (defined below), and the detection is deemed viable after analysis and assessment by Aclima or a Partner Mobile Lab, Aclima will inform the local Air Districts or other relevant local authorities. Not every detection will trigger a report. Only after in-depth investigation by scientists in the field or remotely via data analysis will a detected event be deemed viable for reporting. Table 14.1 provides the overall framework of the assessment process and reporting structure.

The purpose of reporting observed high concentrations is to protect public health and safety, and while no regulatory action will occur as a direct result of data collected by SMMI, local regulators may decide to conduct additional monitoring or other types of investigations based on these reports. Additionally, while the numerical value of health-based thresholds are used in the notification framework, it should be emphasized that notifications are triggered by any detections above this numerical value and do not indicate an exceedance of the health-based threshold, which must account for the averaging period of the health-based threshold.

Table 14.1: Overall framework of the assessment process and reporting structure

Pollutant	Initial Assessment Protocol	Data Reporting and Communication to Local Air Districts or Other Relevant Local Authorities by Aclima	Community Updates
<p>Methane/Ethane</p> <p>Relevant threshold: 100 ppm methane^a</p>	<p>Aclima:</p> <ul style="list-style-type: none"> ● Initial Detection <ul style="list-style-type: none"> ○ Detection above threshold ● Investigation <ul style="list-style-type: none"> ○ See Section 14.1 text for description 	<p>Aclima:</p> <ul style="list-style-type: none"> ● If detection qualifies – Prepare and Submit Report: <ul style="list-style-type: none"> ○ Location/Time of Event ○ Historical detections in the area ○ Classification of methane source (thermogenic or biogenic) ○ Description of the local environment (land use, sources, notable features) ○ Placeholder for Summary of findings and next steps ● Notify local utility company (or air district as appropriate based on source) within 2-3 business days of verification ● Email the completed report to designated CARB contacts within 2-3 business days of verification 	<p>CARB:</p> <ul style="list-style-type: none"> ● Monthly Summary Reports will be posted to the CARB website and will include: <ul style="list-style-type: none"> ○ A summary of reports generated ○ Locations and timestamps of detections ○ Results of preliminary analysis ○ Actions taken or recommended follow-up steps <p>Aclima:</p> <ul style="list-style-type: none"> ● A comprehensive summary will be included in the End-of-Campaign Report, covering: <ul style="list-style-type: none"> ○ All events detected over the course of the campaign ○ Historical patterns and trends ○ Overall progress and response efforts
<p>Toxic Air Contaminants</p> <p>(see table 14.2 for additional details)</p>	<p>PMLs:</p> <p>Initial detection</p> <ul style="list-style-type: none"> ● Detection above California OEHHA acute RELs at least twice in the same location <p>Investigation:</p> <ul style="list-style-type: none"> ● See Section 14.1 text for description 	<p>PMLs:</p> <p>If detection is deemed viable event after analysis and repeated monitoring:</p> <ul style="list-style-type: none"> ● Air district will be notified by Aclima immediately upon verification of the event ● PMLs will prepare and submit report within 3 days of verification: <ul style="list-style-type: none"> ○ Location/Time of Event 	<p>CARB:</p> <ul style="list-style-type: none"> ● Monthly Summary Reports will be posted to the CARB website and will include: <ul style="list-style-type: none"> ○ A summary of reports generated ○ Locations and timestamps of detections ○ Results of preliminary analysis

Pollutant	Initial Assessment Protocol	Data Reporting and Communication to Local Air Districts or Other Relevant Local Authorities by Aclima	Community Updates
		<ul style="list-style-type: none"> ○ Pollutant and concentration ○ Historical detections in the area ○ Description of the local environment (land use, sources, notable features) <p>Note: Reporting timelines may vary based on the instrumentation used, QA/QC protocols, and time required to validate findings.</p>	<ul style="list-style-type: none"> ○ Actions taken <p>Aclima:</p> <ul style="list-style-type: none"> ● A comprehensive summary will be included in the End-of-Campaign Report, covering: <ul style="list-style-type: none"> ○ All events detected over the course of the campaign ○ Historical patterns and trends ○ Overall progress and response efforts

- a) Threshold for methane is not based on a specific health-based action limit, but is based on historical data collected by Aclima, indicating values typically associated with large significant natural gas leaks.
- b) Air toxics contaminants are those that may be measured PMLs and monitored in real time by scientists aboard the mobile platform.

The following provides additional details on the investigation process that will occur after an initial detection above the indicated threshold concentrations. For methane, Aclima analysts initiate this investigation remotely typically within 24 hours of the initial detection. Follow up monitoring, if needed, may take days to weeks to complete. For air toxics (or methane detected on the PMLs), the PML teams have technical staff on-board to follow up in real time in most cases. Otherwise, the follow up monitoring will occur as soon as possible. The purpose of this process is to identify anomalously high pollution events and sources and Aclima reserves the right to revise the listed thresholds based on data collected over the course of monitoring (in collaboration with CARB) in cases where exceedances are frequent and follow up monitoring significantly detracts from the planned targeted area monitoring or the reporting of frequent exceedances as individual events become infeasible.

Methane

Detection of methane at the 100 ppm threshold or above typically (but not always) indicates a natural gas leak from residential distribution systems. The following process will be followed to investigate each triggering methane detection:

1. Measurement diagnostics check
2. Evaluate source type using ethane/methane ratio and presence of CO
 - a. For Thermogenic (i.e. fossil in origin) source type (ethane/methane ratio between 1-10% and no concurrent CO enhancement)
 - i. Check historical data and count the number of distinct days with enhancements > 5 ppm

- ii. Report locations where number of days is 3 or higher
 - iii. Track locations with less than 3 days and follow up weekly
 - iv. Check contextual information about location to determine whether there are obvious sources otherwise assume coming from underground natural gas distribution lines
 - v. Report to local utility if gas distribution system suspected, otherwise to the air district
- b. For Biogenic source type (ethane/methane ratio <1% or no concurrent ethane detected):
- i. Check whether there is any correlation between ethane/methane to determine whether the source is a biomethane or renewable natural gas blend (biogenic methane blended with traditional natural gas), which typically has an ethane/methane ratio less than 1%. Follow instructions for natural gas source types above.
 - ii. Check historical data and count distinct days with enhancements > 5 ppm
 - iii. Check contextual information about location to determine whether there are obvious sources
 - iv. Use scientific judgement and contextual information to determine whether to report to local air district
- c. For mobile source type (strong concurrent CO enhancement):
- i. No further action

Air Toxics

Detection of individual air toxics above the notification threshold (as indicated in Table 14.2) will trigger a follow up investigation according to the following process:

1. Measurement diagnostics check
2. On-board technical operations team determines whether the likely source is transient (e.g. a passing vehicle) or a possibly persistent stationary source or unknown source.
 - a. Likely persistent stationary source or unknown source:
 - i. Vehicle operator returns to location of initial detection as soon as possible to do follow-on measurements. The vehicle operator will consider whether immediate follow-up measurements would adversely impact the ability to measure a priority source, and will schedule a follow-up accordingly.
 - ii. If the threshold is exceeded at least twice in the same location, a 1 hour average measurement will be collected in the vicinity of the initial detections. The measurement may be collected while parked or in motion to better characterize the plume extent, at the discretion of the on-board technical team.
 - iii. The local air district is notified if 1 hour average concentrations of any pollutant measured reaches or exceeds an acute reference exposure level (CA OEHHA Acute REL), listed in Table 14.2. *Note that for benzene, toluene, and acrolein the uncertainty of these measurements in real-time (prior to post-processing and final QA/QC) may be as high as a factor of 2. Exceedance determinations for all species will also include uncertainties due to calibrations and ambient conditions (humidity, temperature, pressure), and judgement from the scientific team will be used to determine whether borderline cases should be reported or not.*
 - b. Mobile or other transient source (for example, an exceedance detected while refueling the vehicle at a gas station):
 - i. No further action is required

Table 14.2: Thresholds used for air toxics event notification

Pollutant	Action Threshold ^{a,b}
formaldehyde	45 ppb
benzene	8.5 ppb
toluene	1.3 ppm
acrolein	1.1 ppb
carbon monoxide	20 ppm

- a) The thresholds are based on health action limits ([California OEHHA Acute REL](#)), however, it should be noted that these are limits only used as a benchmark to trigger follow up investigation and do not indicate that these health action limits have actually been exceeded. The event will only be reported if the scientists deem the detection to be a viable event based on their investigation. Additionally, the species detected by this method will be uncalibrated signals that may have high uncertainties (up to a factor of 2 in some cases)
- b) CARB reserves the right to update the action thresholds over the course of monitoring based on data collected over the course of monitoring, for example, if it is found that the number of threshold exceedances are higher than anticipated.

14.2 Public Data Access

Upon completion of the contract, CARB will make the finalized monitoring data available for public access through the CARB AQview website. Data for each region and pollutant will be provided in standardized, comma-separated values (CSV) format to ensure broad compatibility with commonly used data analysis tools and software. This approach supports transparency, encourages independent analysis, and facilitates community and academic engagement with the air monitoring results.

14.3 Community Story Maps

Aclima will deploy the finalized raw data and appropriately-selected data analyses (described in Sections 13.2 and 13.3) in accessible online, public, interactive and free-to-use visualizations built on the Esri platform. These visualizations will be in the format of a customized platform built with Esri StoryMaps and hosted by CARB. A range of analyses are available to identify potential sources and to identify locations of disproportionate impact, drawing on data collected through both targeted area monitoring conducted by UC Berkeley and broad area monitoring conducted by Aclima. Only finalized quality assured data will be incorporated into public facing visualizations.

14.4 Final Report

A final report will be delivered to CARB at the end of the contract, May 19, 2026. This report will provide a comprehensive analysis of the data collected by Aclima and the Partner Mobile Laboratories during the SMMI and will include the following sections:

Executive Summary: The report will include an executive summary to highlight the key takeaways, recommendations, or limitations of the report.

Summary and Timeline of Air Monitoring: The report will provide a summary of the air monitoring activities conducted and a timeline of when these activities took place. This will offer context and background on the project.

Discussion of Data Collection, Validation, and Analysis: The report will detail how the air quality data were collected using Aclima's mobile monitoring platforms and partner mobile laboratories. It will also explain the quality assurance and quality control (QA/QC) procedures implemented to ensure the data's integrity, including how the data were validated. Furthermore, the report will describe the methods used to analyze the collected data, potentially including analyses for identifying pollution sources and areas of disproportionate impact like diesel indications, locations of persistently elevated toxic air contaminants, and natural gas leaks.

Summary of Significant Findings and Conclusions: The report will present a summary of the key findings from the air monitoring campaign. This will include ambient concentrations and any identified pollution enhancements. These findings will be presented in a manner understandable to a non-scientific audience.

Recommendations and Next Steps: Based on the findings, the report will offer recommendations for potential next steps. This may include suggestions for tracking progress or verifying results achieved by community emissions reduction programs, or for future, more comprehensive monitoring efforts.

Dissemination Plan: The report will outline how the data and the findings will be disseminated and discussed with appropriate decision-makers so that the information can lead to the intended actions for emissions reduction and public health improvement. This will include the use of publicly accessible data visualizations such as ESRI StoryMaps. The report will also mention the virtual public meeting organized to explain project results and discuss possible next steps.

Public Meeting: To better help community members understand the content of the final report in an accessible manner, Aclima and California Air Resources Board staff will organize online meetings by air district (or sub-group within air district if necessary) to explain project results, answer questions, have community members share their experiences engaging with the project, and discuss possible next steps. Citizen Air Monitoring Network will play a major role in outreach and promoting community attendance at this meeting. This meeting will be conducted in English with Spanish interpretation and designated Spanish breakout rooms. To ensure further accessibility to results, Aclima will provide one-page result summaries for each community in both English and Spanish that Citizen Air Monitoring Network can distribute physically or via WhatsApp or text.

Input from Stakeholders: The final technical report will incorporate input from stakeholders across the initiative, including the Project Expert Group, community representatives, air quality officers, and environmental justice leaders.

Accessibility: Aclima will consider accessibility needs for the print document, such as alt text and color design. The report will be provided to CARB in both PDF and the original electronic format.

Appendices

Full appendices are available here: <https://aclima.earth/smmi-camp-appendices>

- Appendix A: SMMI Community Engagement Plan (CEP)
- Appendix B: SMMI Community Mileage Allocation
- Appendix C: Aclima Quality Assurance System
- Appendix D: Aclima Hyperlocal Ambient Concentration Estimate Validation and Quality Assurance System
- Appendix E: Aclima Hyperlocal Enhancement-based Data Products Quality Assurance System
- Appendix F: Aclima Data Management Plan
- Appendix G: Partner Mobile Laboratory Quality Assurance Project Plan (QAPPs) and Data Management Plans
- Appendix H: Approach for Assigning Targeted Area Studies
- Appendix I: Complete Table of Pollutants and Instrumentation
- Appendix J: Public Comment and Response Documentation
- Appendix K: Community Meeting Evaluations