RICHMOND - NORTH
RICHMOND - SAN PABLO
COMMUNITY PATH TO CLEAN AIR

Path to Clean Air Community Emissions Reduction Plan

Year 2 Annual Report

October 01, 2026

Submitted to: California Air Resources Board

Submitted by: Bay Area Air District and the Path to Clean Air Community Steering Committee

Bay Area Air District
CLEAN AIR FOR ALL

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Executive Summary

This annual report summarizes progress made during the second year of implementation of the Path to Clean Air (PTCA) Community Emissions Reduction Plan (Plan). Adopted in May 2024, the Plan was developed to reduce air pollution emissions and exposure in the Richmond-North Richmond-San Pablo AB 617 community. The Bay Area Air District (Air District) and the PTCA Community Steering Committee (CSC) co-developed an Implementation Plan for Year 2, which identified and prioritized actions for implementation between October 2025 and September 2026.

While the focus of implementation has been Year 2 actions, in preparing this report, the Air District collected status updates for all 139 actions in the Plan. This was accomplished by working with action implementers including Air District staff, external agencies, and the CSC. The Year 2 Annual Report summarizes key elements of implementation progress based on those updates. It is accompanied by two appendices: the PTCA Action Tracker (with status information for all actions) and an Emissions Management Report (as called for in the Plan).

As of September 2026, 91 actions are underway, meaning they are In Progress or Ongoing; 8 actions are Completed; and 40 actions are Not Yet Started. During Year 2, 6 actions advanced from Not Yet Started to In Progress or Ongoing, bringing the total number of actions that have advanced from Not Yet Started to date to 48. Six actions were completed during Year 2, increasing the total number of completed actions from 2 to 8.

More than $5.34 million in incentive funding was committed during Year 2 for projects benefiting the PTCA area. Emissions reductions from those projects are estimated to total 35.25 tons of NO_x, ROG, and PM combined. Cumulatively since adoption of the Plan, incentive commitments in the PTCA area exceed $10.53 million and are projected to achieve reductions of 70.20 tons of nitrogen oxides (NO_x), 14.79 tons of reactive organic gases (ROG), and 3.02 tons of particulate matter (PM), 1.76 tons of which are toxic diesel PM (DPM). Separately, $38 million of community investment funds is on track to be allocated to projects in Richmond and the surrounding area as part of the Bay REPAIR program, with $20 million specifically to address $PM_{2.5}$ pollution and associated public health impacts.

This Year 2 Annual Report includes an assessment of accomplishments, as well as discussion of lessons learned. Several key implementation accomplishments are highlighted below:

Air District and CSC-led Implementation

1. CSC advanced Just Transition implementation through standing committee leadership, community engagement, and development of guiding principles.
2. Air District completed Action H 2.5 through adoption of strengthened woodsmoke regulations and implementation of a Clean HEET incentives program.
3. Air District adopted amendments to Rule 11-18, Reduction of Risk from Air Toxic Emissions at Existing Facilities, focused on improving efficiency, transparency, and public engagement.
4. Air District rolled out its Inspection Prioritization Program in full force, building on insightful CSC feedback from early implementation.

5. Informed by valuable CSC input, the Air District's Community Investments Office (CIO) launched the Local Community Benefits Fund. PTCA CSC members served as community and technical reviewers during the inaugural grant cycle.
6. CSC engagement informed development of community flaring resources and supported progress on flare rule amendments.
7. Air District convened refinery frontline community representatives, including two CSC liaisons, for early engagement on revisions to the refinery fenceline air monitoring rule.
8. Air District advanced implementation of Rule 11-18 at Chevron through release of a preliminary health risk assessment and meaningful community outreach and engagement.
9. Air District prioritized AB 617 communities for implementation of its Commercial Electric Lawn and Garden Equipment Replacement Pilot Program, investing $127,000 in the PTCA area by July 2026 (FYE 2026).

Partner Agency-led Implementation

10. Contra Costa County adopted the Healthy Checkout Ordinance, increasing access to healthy food in unincorporated areas while providing impacted businesses with transitional support.
11. Contra Costa County successfully implemented Contra Costa Thrives, a Guaranteed Income pilot program serving four priority groups, with enrollment nearing 100%.
12. The City of San Pablo strengthened its Air Quality Health Risk Overlay District by successfully amending its Zoning Code to provide specific guidance on mitigation measures to protect sensitive populations from air pollution exposure and to reduce health and safety risks.

The Air District is submitting this report to the California Air Resources Board (CARB) following presentations to the PTCA CSC and the Air District Board of Directors Community Equity Health and Justice (CEHJ) Committee. The PTCA Action Tracker, attached as Appendix 1, satisfies Community Emissions Reduction Plan (CERP) Annual Reporting requirements as described in the Community Air Protection Program Blueprint 2.0.

Introduction

Path to Clean Air Overview

Assembly Bill 617 (AB 617), signed in 2017, focuses on improving local air quality and health in disproportionately impacted communities. The program aims to improve community health by reducing exposure to local air pollution sources in the most impacted neighborhoods through the development of Community Emissions Reduction Plans (CERPs). The Path to Clean Air (PTCA) Community Emissions Reduction Plan (Plan) is the CERP developed to reduce air pollution emissions and exposure in the Richmond-North Richmond-San Pablo[1] area.

Residents live, work, and spend time near numerous sources of air pollution, including oil refining operations, other large industrial facilities, freeways, rail yards, a marine port, and many smaller sources. Heavy industrial and goods movement activity has created a disproportionate air pollution burden for the local community, where residents are predominantly Latinx/Hispanic, Asian, and Black/African American, in part due to a history of systemic, racially discriminatory planning and zoning practices. Given these environmental burdens, Richmond-North Richmond-San Pablo was approved by the California Air Resources Board (CARB) for the development of a CERP in September 2020.[2] Co-developed by the Community Steering Committee (CSC), the Bay Area Air District (Air District), local governments, and other key implementation partners, the Plan was adopted by the Air District Board of Directors on May 1, 2024.

Overall, the Plan includes 139 actions that make up 31 strategies. These strategies address five community concerns—Commercial and Industrial sources, Fuel Refining, Marine and Rail, Public Health, and Mobile sources—as well as four cross-cutting issues—Compliance and Enforcement, Land Use, Properly Resourced CERP, and Urban Greening. PTCA goals aim to develop more stringent air pollution policies that address the impacts of historical racial disparities and advance social healing and restoration; lower the community's disproportionate exposure to air pollution by reducing toxic emissions; and empower the community through education and engagement. They also seek to hold government accountable for implementing the Plan, protecting public health and the environment, and enforcing regulations more effectively on high-polluting industries.[3]

PTCA documents are available on the Richmond-North Richmond-San Pablo project webpage https://www.baaqmd.gov/PTCA-CERP.

Year 2 Implementation Planning

The Plan commits the Air District and the CSC to co-create an annual implementation plan. In December 2025, the CSC finalized a Year 2 Implementation Plan, which identified and prioritized actions for the second year of implementation (spanning October 2025–September 2026). The Year 2 Implementation Plan provided a roadmap for the Air District and CSC, helping action implementers get on the same page about priorities, expectations, and next steps, and supporting

[1] The PTCA area includes the Cities of Richmond and San Pablo and unincorporated Contra Costa County, including Bay View, East Richmond Heights, Rollingwood, Tara Hills, Montalvin Manor, North Richmond, and El Sobrante.
[2] The PTCA Area also completed a Community Air Monitoring Plan (CAMP) starting in September 2018, which aimed to identify and further understand areas of elevated air pollution exposure in the region.
[3] PTCA, Chapter 3: Vision, Principles, and Plan-level Goals

group alignment. It also served as a valuable input for determining resource needs and budget planning.

At the beginning of Year 2 implementation, the Air District assessed Plan action[4] status based on the Year 1 Annual Report. For implementation and reporting purposes, actions in the Plan are categorized by the following factors:

- Implementation Status
    - In Progress/Started
    - Ongoing[5]
    - Completed
    - Not Yet Started
- Lead Implementer
    - Air District
    - CSC
    - External Agency/Entity (non-Air District), including CARB, City of Richmond, City of San Pablo, Contra Costa County, Contra Costa Health (CCH), California Office of Environmental Health Hazard Assessment (OEHHA), and local transit operators
- CSC Priority for Engagement
    - Prioritized using the Spectrum of Public Participation[6] developed by the International Association for Public Participation (IAP2), an international organization dedicated to advancing public participation and community engagement
    - For Year 2, definitions for CSC levels of engagement (see Table 1) were updated, in partnership with the CSC, based on experience gained during the first year of implementation. Of note is the updated definition of the Involved level of engagement.

[4] For the full text and detail of each action, please reference Appendix A of the PTCA Community Emissions Reduction Plan.

[5] Ongoing actions are those that are part of work being performed on an ongoing basis. Ongoing actions include actions with recurring reporting commitments. These actions do not necessarily have a clear start and/or end date, rather they are actions that are routinely implemented and/or maintained. Progress and updates on these actions will be shared with the CSC at regular intervals, at a frequency specified via reporting requirements outlined in each action (e.g., quarterly), and/or through the annual report on progress.

[6] See the Year 2 Implementation Plan (Pages 21 and 26) for more information on the Spectrum of Public Participation

Table 1. Definitions for CSC Levels of Engagement

CSC Level of Engagement	Informed	Consulted	Involved
Definition	The Air District will keep the CSC informed.	The Air District will keep the CSC informed, listen to and acknowledge the concerns of the CSC and the community, and provide feedback on how the CSC input influenced the decision.	With the support of the Air District, the CSC will work directly with the community throughout the process to ensure that community concerns and input are consistently understood and considered.
Plan Implementation	The Air District will email the CSC 14 days before an event or as soon as they become aware of any event, workshop, and/or public meeting that will impact the CERP.	The Air District will inform, present, and have a Q&A, take back CSC feedback regarding CERP strategies/actions, and share how CSC feedback was incorporated.	CSC members — either in the form of two liaisons or a standing or ad hoc committee — will work with Air District staff throughout the process of implementing a strategy or action and bring back to the CSC how the CSC's voice/concerns impacted the outcome.
CSC Participation	CSC Members can participate in me etings to give feedback, make public comments, or engage in ways that help move the CERP forward.	CSC members will actively give feedback, ask questions, and engage the community to join CSC Monthly Meetings or other Air District Meetings related to the actions.	Two CSC members will serve as representatives at workshops, meetings, town halls, or public meetings and report back during CSC meetings. or CSC will form a standing or ad hoc committee with a Plan of Action and CSC Facilitators. The committee, with the support of the Air District, will meet and work together to advance the actions identified in the Plan of Action. Report backs will be provided at CSC meetings.

Given the large number of actions underway for the PTCA, the Year 2 Implementation Plan focused on establishing CSC priorities and an effective framework for continued Plan implementation and CSC engagement. In October 2025, the CSC participated in a prioritization exercise to determine Year 2 priority actions. CSC members re-evaluated Year 1 priority actions and considered new priority actions utilizing a Keep, Improve, Start, and Stop (KISS) framework. This process helped identify actions that should continue, refine the level of engagement for ongoing actions to better reflect real-world implementation conditions and available resources, and incorporate new priority actions where needed.

Ultimately, the CSC identified 20 priority actions they wanted to actively engage with. Table 2 includes the CSC's Year 2 priority actions, grouped by community concern thematic area or cross-cutting issue. The level of engagement selected by the CSC is also noted.

Table 2: CSC Year 2 Priority Actions

	Action, grouped by CSC level of engagement	Action Implementer
Involved		
1	FR 1.1: Educate the CSC and Air District on Just Transition	CSC/Just Transition Standing Committee
2	FR 1.2: Incorporate Just Transition Principles and Criteria in the Prioritization and Implementation of the PTCA Plan	CSC/Just Transition Standing Committee
3	FR 2.2: Communications around Flaring + Major Incidents	Air District
4	FR 2.6: Flaring Rule Amendments	Air District
5	FR 3.13: Improve Refinery Fenceline and Community Air Monitoring programs (*NEW*)	Air District
6	FR 3.8: Legal Enforcement Approaches	Air District
7	FR 3.9: Community Benefits Policy[7]	Air District
8	FR 4.1: Amend Rule 11-18	Air District
9	FR 4.2: Prioritize Implementation of Rule 11-18 at Chevron (*NEW*)	Air District
10	R 1.2: Co-develop and Implement an Annual Implementation Plan	Air District
Consulted		
11	C&E 1.2: Targeted Investigations of Facilities of Community Concern (*NEW*)	Air District
12	FR 2.1: Strengthen the Industrial Safety Ordinance (ISO)	Air District and City of Richmond
13	M&R 4.1: Regulate Emissions Reductions from Cargo Handling Equipment	California Air Resources Board (CARB) and Air District
14	Mobile 1.4: Study Feasibility and Approach for a Bay Area Indirect Source (Magnet Source) Rule (*NEW*)	Air District

[7] Language of Action FR 3.9 is different from the Community Benefits Penalty Funds Policy to allocate money to a community benefits fund that was approved by the Air District Board of Directors on May 1, 2024. See June 2025 CSC slides (https://www.baaqmd.gov/~/media/files/ab617-community-health/richmond/2025/06232025-meeting-files/june-23-2025-csc-presentation-pdf.pdf?rev=9cca688f9b63461c8b37dd9fbd387024&sc_lang=en) for more information.

Informed		
15	C&I 1.1: Dust White Paper	Air District
16	C&I 4.4: West Contra Costa County Landfill: Implement Rule 11-18 and Conduct Gap Analysis	Air District
17	C&I 4.5: Metal Recycling (Sims, Pick n Pull): Source Evaluation	Air District
18	FR 3.5: Expedite the Notice of Violation (NOV) Resolution Process in the Fuel Refining Sector	Air District
19	FR 5.1: Implement Rule 6-5	Air District
20	H 2.5: Reduce Exposure to Wood Burning	Air District

Year 2 Progress

To assess implementation progress for the 139 Plan actions, the Air District collected status updates from action implementers (e.g., the Air District, Contra Costa County, City of San Pablo, CARB, and the CSC). Action status details are collected and stored in a spreadsheet referred to as the PTCA Action Tracker.

The remainder of this Annual Report summarizes Year 2 progress, including action status updates, emission and incentives benefits, and key implementation reflections. The report is accompanied by two appendices: 1) the PTCA Action Tracker and 2) an Emissions Management Report called for by the Plan. The PTCA Action Tracker (Appendix 1) includes information to meet annual report requirements in accordance with CARB's Community Air Protection Program Blueprint 2.0.

Progress Updates

This section describes the status of Plan actions as of the end of September 2026, after the second year of implementation. The summary of Year 2 progress for all 139 actions is shown in Table 3 below, which compares action status from the end of Year 1 implementation (October 2025) to the end of Year 2 implementation. While status changes provide one measure of progress, they do not fully capture the maturity of implementation efforts. Action status should be considered alongside the qualitative updates provided in Appendix 1, which offer additional context about the nature and extent of implementation progress.

As of September 2026, 56 actions are In Progress, 35 are Ongoing, 8 are Completed, and 40 are Not Yet Started. During Year 2, 6 actions were completed and 6 actions moved from Not Yet Started to In Progress or Ongoing. The number of Ongoing actions increased from 22 to 35, including 12 actions that shifted from In Progress to Ongoing[8]. Overall, 71% of the actions (99 of 139) in the Plan have progressed, with 40% In Progress and 31% Ongoing or Completed.

[8] Some actions shifted from In Progress to Ongoing as work became part of recurring implementation activities. The shift also reflects more consistent use of the Ongoing status for work that does not have a defined endpoint.

Table 3: Summary of Year 2 Action Status Progress

Status	Number of Actions as of October 2025	Number of Actions as of September 2026
In Progress	69	56
Ongoing	22	35
Completed	2	8
Not Yet Started	46	40

Next is a status overview of the subset of 20 actions identified as CSC priorities for engagement in Year 2. As of September 2026, 16 are In Progress, 2 are Ongoing, 2 are Completed, and 0 are Not Yet Started.

The 16 In Progress priority actions all advanced during Year 2 implementation, with the amount and type of progress varying by action. Some actions reached major milestones, while others moved forward through planning, coordination, engagement, or technical work. Several are highlighted in the Key Accomplishments section later in this report, including the Inspection Prioritization Program (C&E 1.2), the CSC's work on Just Transition (FR 1.1 and 1.2), amendments to Rule 11-18 to address toxic air contaminants (FR 4.1), flaring rule development and communications (FR 2.2 and 2.6), and fenceline air monitoring (FR 3.13).

Ongoing actions include annual reporting and co-development of annual implementation plans with the CSC (R 1.2), as well as expedited resolution of Notices of Violation (NOVs) in the fuel refining sector (FR 3.5). The 2 completed actions focus on reducing exposure to wood smoke (H 2.5) and reinvesting penalty funds in impacted communities (FR 3.9).

As in Year 1, many of the CSC's priority actions were concentrated within the Fuel Refining Community Concern Thematic Area, reflecting the continued emphasis on reducing emissions and public health impacts associated with refinery operations in the PTCA community.

More information on each of these actions can be found in the PTCA Action Tracker and in the Key Accomplishments section of this report.

Table 4 below shows the status of Year 2 actions by community concern thematic area or cross-cutting issue. Action counts are provided and priority actions are listed.

Table 4: Year 2 Action Count and Status, by Community Concern Thematic Area or Cross-cutting Issue

Community Concern Thematic Area or Cross-Cutting Issue	**Status Count** (as of September 2026)	**CSC Priority Actions for Year 2**	**Other Actions**
Commercial and Industrial Sources (20 actions)	In Progress (11)	C&I 1.1, 4.4, 4.5	C&I 1.2, 2.1, 2.3, 4.1, 4.2, 4.3, 5.1, 5.3
	Ongoing (2)		C&I 2.2, 4.6
	Not Yet Started (7)		C&I 1.3, 2.4, 3.1, 3.2, 3.3, 5.2, 5.4
Compliance and Enforcement (3 actions)	In Progress (3)	C&E 1.2	C&E 1.1, 1.3
Fuel Refining (34 actions)	In Progress (19)	FR 1.1, 1.2, 2.1, 2.2, 2.6, 3.8, 3.13, 4.1, 4.2, 5.1	FR 2.4, 3.1, 3.2, 3.4, 3.10, 3.14, 3.15, 4.3, 5.2, 5.4
	Ongoing (8)	FR 3.5	FR 2.3, 3.3, 3.6, 3.7, 3.11, 3.12, 4.4
	Completed (2)	FR 3.9	FR 2.5
	Not Yet Started (4)		FR 4.5, 5.3, 5.5, 5.6
Health (22 actions)	In Progress (9)		H 1.2, 2.1, 2.4, 3.1, 3.3, 4.2, 5.1, 5.2, 6.2
	Ongoing (5)		H 2.2, 2.6, 4.1, 6.1, 6.3
	Completed (3)		H 1.1, 2.5*, 3.4
	Not Yet Started (5)		H 1.3, 1.4, 2.3, 3.2, 5.3
Land Use (5 actions)	In Progress (4)		LU 1.2, 1.3, 1.4, 1.5
	Ongoing (1)		LU 1.1
Marine and Rail (27 actions)	In Progress (3)	M&R 4.1	M&R 2.6, 5.1
	Ongoing (11)		M&R 1.1, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.2, 4.3, 5.3
	Not Yet Started (13)		M&R 1.2, 1.4, 1.5, 2.4, 2.5, 3.4, 3.5, 4.4, 4.5, 5.2, 5.4, 5.5, 5.6
Vehicles and Trucks, Streets and Freeways, Logistics and Warehouses (Mobile) (20 actions)	In Progress (6)	Mobile 1.4	Mobile 1.2, 1.3, 3.1, 4.2, 6.3
	Ongoing (4)		Mobile 2.4, 5.2, 5.3, 6.1
	Not Yet Started (10)		Mobile 1.1, 2.1, 2.2, 2.3, 3.2, 4.1, 4.3, 5.1, 6.2, 6.4
Resource PTCA Plan Implementation (4 actions)	Ongoing (3)	R 1.2	R 1.3, R 1.4
	Completed (1)		R 1.1
Urban Greening (4 actions)	In Progress (1)		UG 1.3
	Ongoing (1)		UG 1.4
	Not Yet Started (2)		UG 1.1, 1.2

Emission Benefits and Incentive Funding

During Year 2 of Plan implementation, the Air District committed $5.34 million to incentivize projects expected to reduce a combined 35.26 tons of nitrogen oxides (NO_x), reactive organic gases (ROG), and particulate matter (PM) emissions within the PTCA area in support of Plan actions. The funded projects include the following:

- 1 new marine project (M&R 3.3): $787,500 to incentivize replacement of older diesel engines in a tugboat.
- 3 new cargo handling equipment projects (M&R 4.3): $527,000 to incentivize replacement of older diesel cargo handling equipment.
- 2 new material handling equipment projects and 1 new charging infrastructure project (Mobile 5.2): $3,318,825 to incentivize replacement of older diesel material handling equipment and installation of sixteen fast-charging ports.
- 100 new light-duty projects (Mobile 5.3): $569,500 to incentivize retirement and/or replacement of older passenger vehicles with hybrid/electric vehicles, micromobility, or transit passes solutions.
- 1 new woodsmoke reduction project (H 2.5.2): $6,000 to incentivize replacement of a wood-burning fireplace with an electric heat pump.
- 26 electric lawn and garden equipment projects (H 2.6): $127,000 to incentivize replacement of commercial lawn and garden equipment in the PTCA area, including mowers, trimmers, and leaf-blowers.

Cumulatively, the Air District has committed $10.53 million in incentive funding since Plan adoption. The funded projects are expected to reduce a total of 70.20 tons of combined pollution in the PTCA area: 52.39 tons of NO_x, 14.79 tons of ROG, and 3.02 tons of PM (both $PM_{2.5}$ and PM_{10})[9], 1.76 tons of which is diesel particulate matter (DPM).

Note that the following factors were used to calculate emission benefits of incentive funding:

- *Timeline:* Year 2 = June 2025–June 2026 (Fiscal Year End (FYE) 2026); Cumulative Total (Years 1 and 2) = May 2024 (Plan adoption)–June 2026. The cumulative total is a running total since Plan adoption, adjusted for project changes and drop-off.
- *Geography:* PTCA area. For projects with benefits spanning a larger geography than the PTCA, incentives dollars allocated and emission reductions were both adjusted proportionally.
- *Emission reductions:* Emission reductions for a project are calculated as follows. The emission rate for a newer, cleaner piece of equipment is subtracted from the emission rate for an older, dirtier piece of equipment. This difference is then multiplied by the average number of hours that the equipment operates each year. The overall reduction in emissions is typically expressed in tons of pollution per year. Total reductions are those estimated to be

[9] For context, a number of adverse health impacts have been associated with exposure to both PM_{10} and $PM_{2.5}$. Fine particulate matter ($PM_{2.5}$) can travel deep into the lungs and bloodstream, where they cause or contribute short-term health effects like bronchitis and asthma attacks, and long-term effects like heart disease and respiratory conditions like emphysema. Additionally, the portion of PM that is diesel particulate matter is of particular health concern because of its toxicity. Chapter 5 of the Plan describes pollutants and impacts in more detail.

achieved across the lifetime of the project. The length of a project life for a given project (e.g., years) is based on the grant program the project was contracted under.

Separately, $38 million is on track to be allocated through the Air District's Bay REPAIR program to projects in Richmond and the surrounding area, with $20 million of that specifically to address $PM_{2.5}$ pollution and associated public health impacts.

Additional Reporting Called for in the Plan

The Plan calls for certain information to be provided to the CSC on a regular basis and/or reflected in the Annual Report. This section includes this additional reporting: specifically, summaries of compliance, enforcement, and legal activities — in support of Actions C&E 1.3 and FR 3.7 in Chapter 7 — and a summary of the Emissions Management Report called for in Chapter 9.

Summaries of Compliance, Enforcement, and Legal Updates

Action C&E 1.3 calls for the Air District to update the CSC regularly with respect to the compliance status of facilities identified as community concerns, and to capture that as part of annual reporting. Action FR 3.7 calls for the Air District to provide quarterly and annual updates to the CSC about penalties assessed against fuel refining sector facilities and all other sources in the PTCA.

Throughout Year 2 of implementation, the Air District shared updates on these topics with the CSC. This included annual report-out presentations by Compliance and Enforcement staff at the CSC Meeting on March 23, 2026, and by Legal staff at the CSC Meeting on June 22, 2026. To complement the annual report-out, the Legal Division shared written PTCA Area Penalty Assessment Reports with the CSC in December 2025 and March 2026, with a final report anticipated in September 2026.

Information from the Compliance and Enforcement and Legal report-out presentations to the CSC is captured in this section.

Compliance and Enforcement data presented to the CSC on March 23, 2026, provides an update of the data analyzed in Year 1. For Year 2, the following categories of data are shown for calendar years 2023–2025:

- Complaints investigated (aggregated for calendar years 2023–2025)
    - Complaint counts and type — for odors, woodsmoke, illegal fires, dust/particulates, asbestos, and other non-specified sources (Figure 1)
    - Alleged source of complaint (Figure 2)
- Violations (by calendar year for 2023–2025)
    - Facilities with three or more Notices of Violation (NOVs) issued[10] (Figure 3)

[10] Note: Multiple violations may be cited on one Notice of Violation. For the purposes of this report, each individual violation is included in the data.

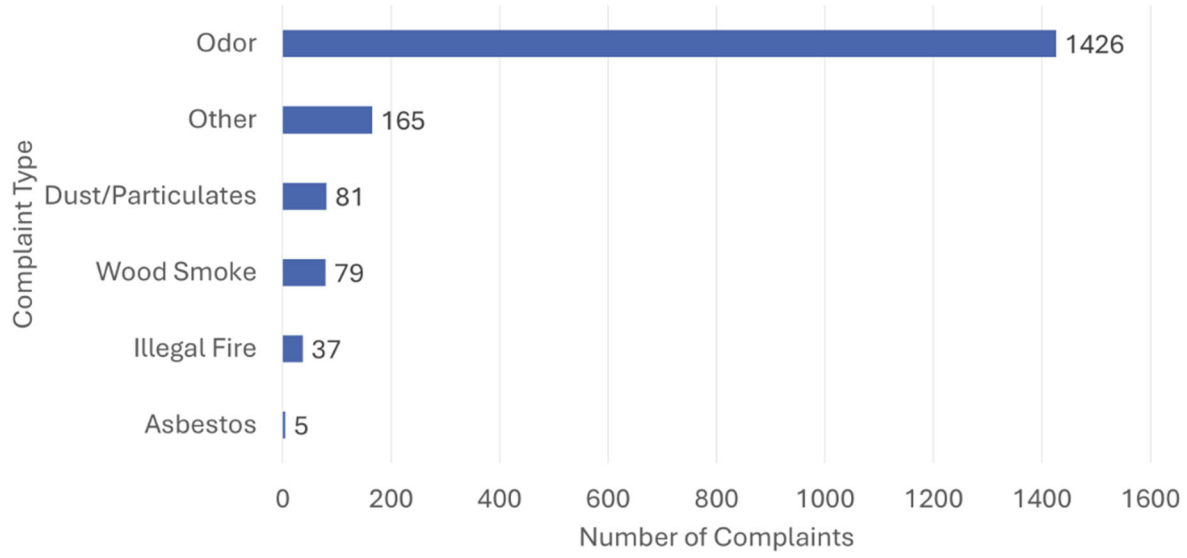

Figure 1: PTCA Complaint Type (2023–2025)

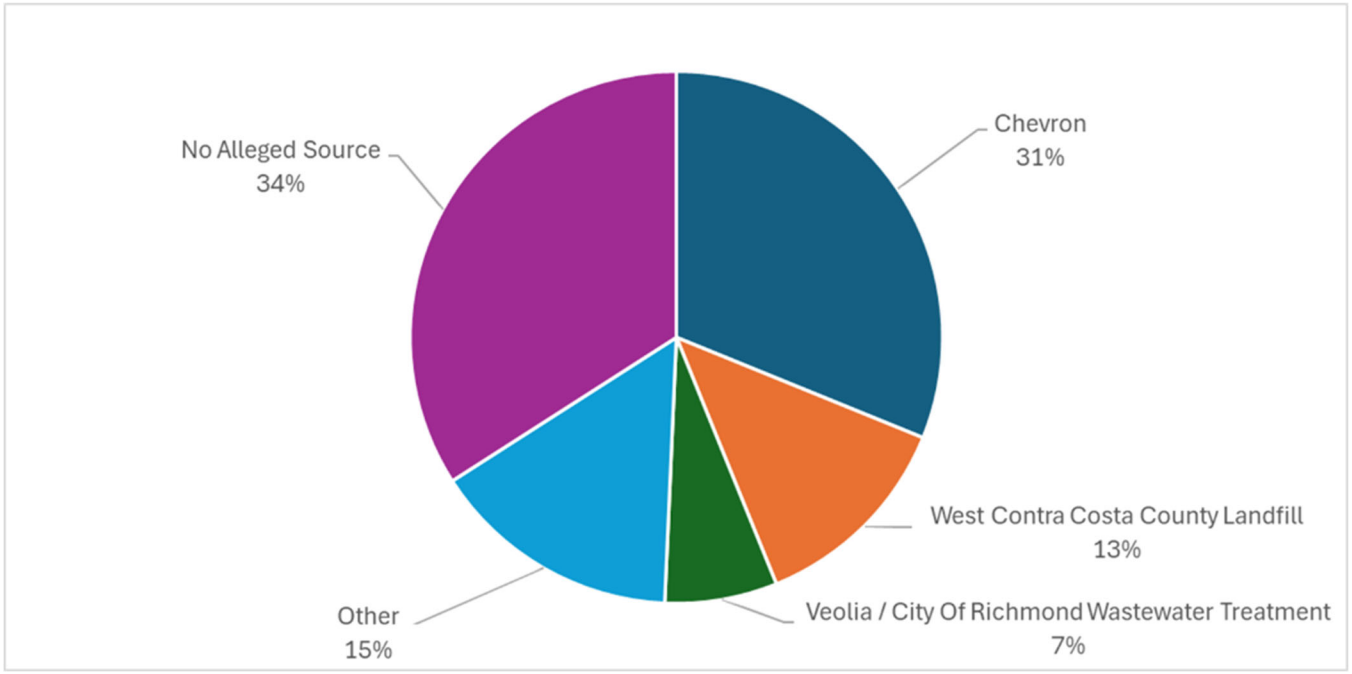

Figure 2: Alleged Source of Complaint (2023–2025)

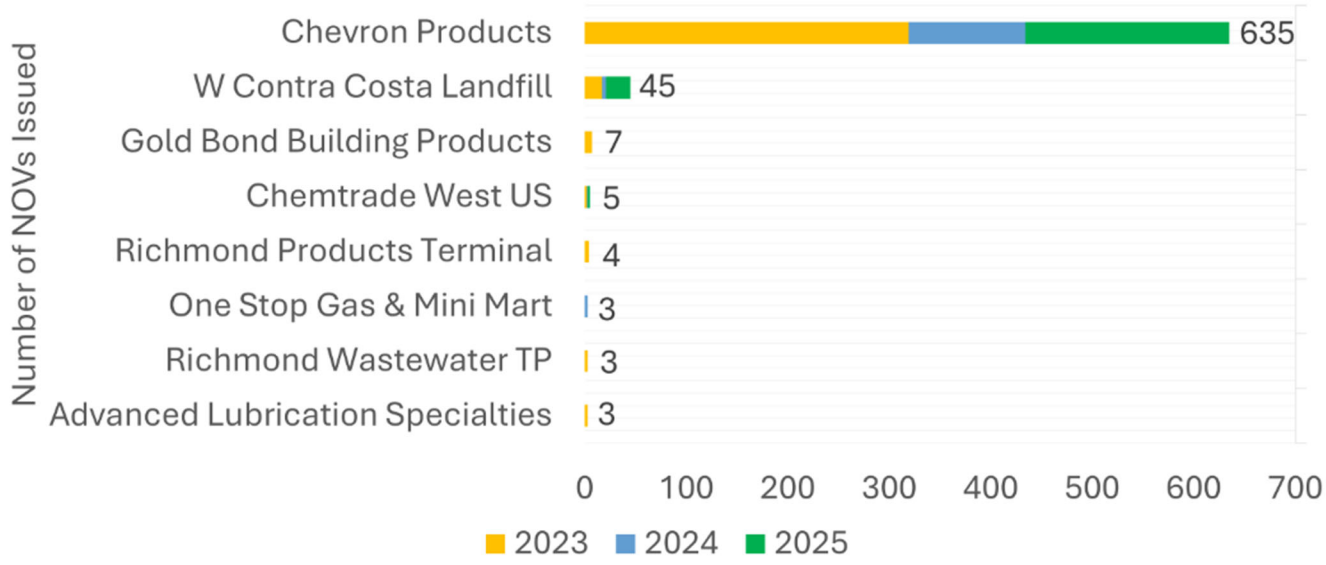

Figure 3: Facilities with 3+ NOVs within a 3-year period (2023–2025)

Legal report-outs from Year 2 include an annual presentation covering significant enforcement cases in the PTCA area (spanning from January 2025 to June 2026) and written quarterly reports for the other three quarters of the year. Information from quarterly reports is captured in each year's annual presentation. Figure from the Legal Division's annual report-out presentation on June 22, 2026, is a map showing the various facilities discussed, including Chemtrade US West, Chevron Refinery, Kinder Morgan Terminal, and Quality Repair Solutions.

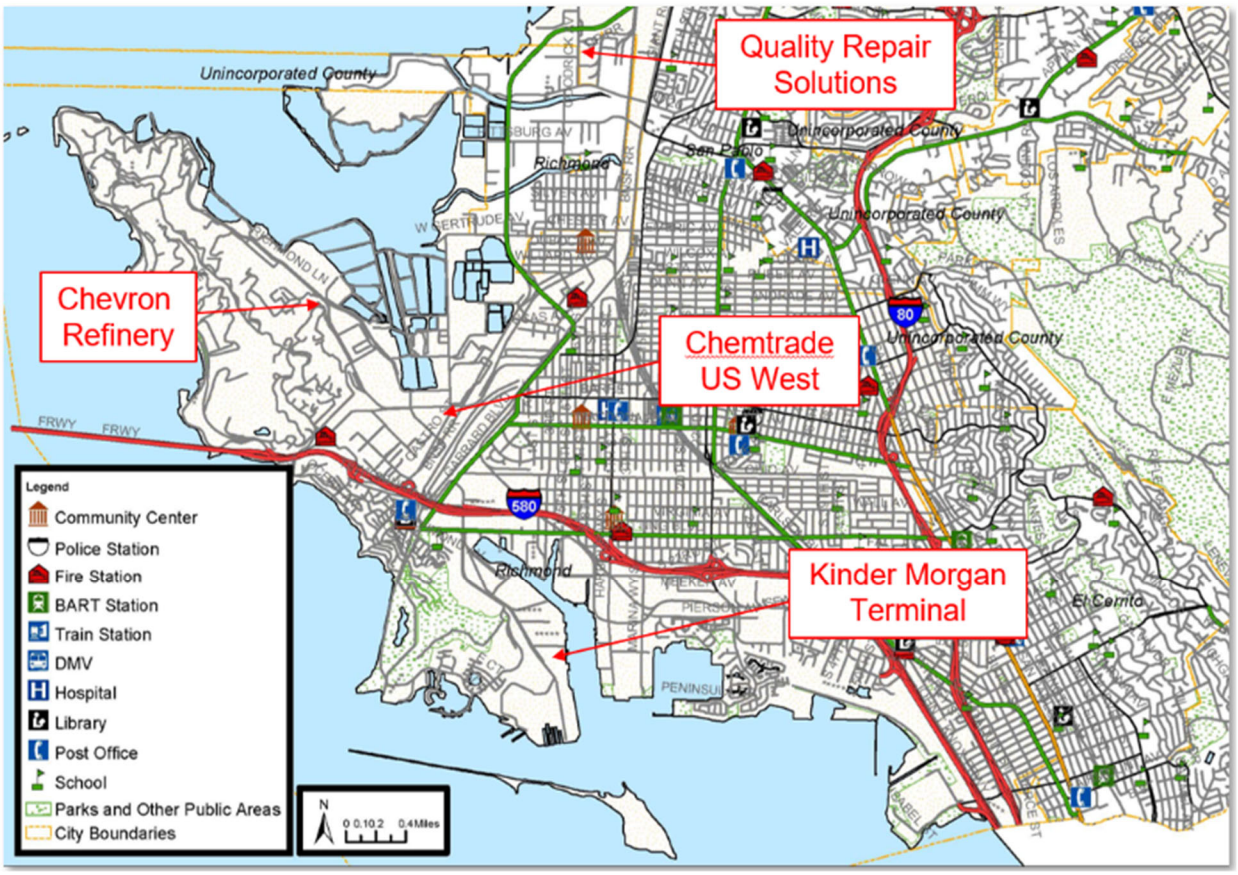

Figure 4: Significant Enforcement Cases in PTCA Area January 2025–June 2026

Summary of Emissions Management Report

An annual Emissions Management Report is called for in the Plan (Chapter 9). The Emissions Management Report is intended to enhance transparency and improve the quality of emissions data for Title V facilities[11], helping track progress toward emission reduction goals over time. This report provides an overview of the criteria air pollutant (CAP) emissions from stationary sources located at Chevron Refinery and Chevron Bulk Terminal between data reporting year 2021 and data reporting years 2023 and 2024 and an overview of the methodology used to update the 2021 toxic air contaminant emissions inventory for the Chevron Refinery. In summary, between 2021 and 2024 annual emissions of nitrogen oxides (NO_x), total organic gases (TOG), and sulfur dioxide (SO_2), from the Chevron Refinery and Chevron Bulk Terminal generally decreased, while estimated $PM_{2.5}$ emissions increased over the same period. Between 2023 and 2024, carbon monoxide (CO) emissions decreased by approximately 32%, primarily due to lower emissions from boilers and process heaters, while NO_x and TOG emissions remained relatively unchanged. In contrast, SO_2 and

[11] Title V facilities are facilities subject to the Major Facility Review Program. Created by Congress as an amendment to the Clean Air Act, Major Facility Review Program (Title V) requires large industrial facilities to issue a single comprehensive operating permit that shows all federal, state, and local air quality requirements. The program includes requirements to monitor emissions and make regular reports.

$PM_{2.5}$ emissions increased by approximately 13% and 16%, respectively, largely driven by higher emissions from the catalytic cracking process.

In addition to Chevron-related emissions inventories, the report provides a comparison of emissions between data reporting years 2021, 2023, and 2024 for three Title V facilities within the PTCA area: West Contra Costa County Landfill, Chemtrade West, and Richmond Products Terminal. Between 2023 and 2024, CO, NO_x, and TOG emissions decreased, largely driven by a decrease in emissions from West Contra Costa County Landfill. SO_2 and $PM_{2.5}$ emissions increased, generally driven by Chemtrade West. The increase in $PM_{2.5}$ emissions at Chemtrade West is largely due to the inclusion of emissions from two cooling towers in the 2024 inventory, which were not included in 2023. Total TAC emissions from these facilities increased, while cancer toxicity-weighted emissions (TWE) and chronic TWE decreased.

See Appendix 2 for the full Emissions Management Report.

Reflections: Key Accomplishments, Lessons Learned, and Opportunities

Reflecting on Year 2 implementation includes assessment of key accomplishments, as well as lessons learned, challenges, and opportunities. The following is informed by the action status collection process, as well as discussions with the CSC.

Key Accomplishments

The CSC, Air District, and agency implementers identified the following key accomplishments for Year 2. Some key accomplishments are associated with priority actions the CSC actively engaged with throughout Year 2. These accomplishments highlight important progress on Plan actions. Please see Appendix 1: PTCA Action Tracker for detailed information about the status of each action.

Air District and CSC-led Implementation

1. **CSC advanced Just Transition implementation through standing committee leadership, community engagement, and development of guiding principles.**

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 1: Move Towards a Just Transition
Related Action(s):	Action FR 1.2: Incorporate Just Transition Principles and Criteria in the prioritization and implementation of the PTCA Plan and explore incorporating these in governmental policymaking and rulemaking

Progress and Significance:	• Action FR 1.2 is a CSC-led action and was identified as a CSC Year 2 Priority for Engagement. • A key accomplishment during Year 1 implementation was the establishment of the Just Transition Standing Committee (JTSC) and adoption of a Plan of Action. Through its early work, the JTSC developed draft Just Transition Principles and engaged community members on those principles at a workshop attended by more than 50 participants. • During Year 2, the JTSC continued meeting regularly to refine and finalize the Just Transition Principles. • In November 2025, the CSC formally approved and adopted the Just Transition Principles and subsequently submitted them to the Air District's Community Investments Office (CIO). • As a result of this engagement, and other efforts supported by the CSC, Just Transition was incorporated by the CIO as one of the goals of the Air District's Local Community Benefits Fund. In addition, projects advancing Just Transition strategies were included among the eligible project types for grant funding, creating new opportunities for community reinvestment dollars to support Just Transition efforts in Richmond, North Richmond, and San Pablo. • Just Transition principles were also incorporated into the Bay Area Regional Climate Action Plan (BARCAP), extending the influence of the CSC's work beyond PTCA implementation. • Together, these accomplishments demonstrate how the CSC successfully advanced Just Transition principles from community development and engagement to adoption and implementation in funding and regional planning frameworks.

2. **Air District completed Action H 2.5 through adoption of strengthened woodsmoke regulations and implementation of a Clean HEET incentives program.**

Community Concern Thematic Area:	Public Health and Reducing Exposure
Strategy:	Strategy 2: Reduce Air Pollution at Home
Related Action(s):	Action H 2.5: Reduce exposure to wood burning
Progress and Significance:	• H 2.5 is a two-part action, with H 2.5.1 focused on regulatory development specifically by amending the Air District's Open Burning Regulation (Reg. 5) and/or Air District's Wood Burning Devices Regulation (Rule 6-3). The second part of the action, H 2.5.2, complements stronger regulation by asking the Air District to offer incentives to replace wood-burning fireplaces or wood-burning fireplaces inserts with electric heat pumps. • For H 2.5.1, the Air District Board of Directors adopted rule amendments on October 1, 2025, completing the regulatory development component of the action. The amendments are expected to reduce public exposure to harmful woodsmoke

	emissions by reducing woodsmoke-related air pollution and strengthening implementation of the Air District's wood-burning device requirements. • Rule amendments were developed through a public process that included release of a White Paper and draft amendments for public review, as well as two virtual public workshops to gather community and stakeholder input. More information is available on the Air District's rule amendment webpage: https://www.baaqmd.gov/en/Rules-and-Compliance/Rule-Development/Woodsmoke. • For H 2.5.2, the Air District continued implementation of the Clean HEET program, which was expanded in response to the PTCA Plan to support replacement of wood-burning fireplaces, stoves, and inserts with electric heat pumps. • Since adoption of the Plan, the Air District has provided $19,000 in incentive funding to support replacement of three wood-burning fireplaces with electric heat pumps within the PTCA area. These projects are expected to reduce approximately 1.5 tons of combined emissions within the Plan boundary while supporting cleaner indoor and outdoor air quality and accelerating the transition to cleaner residential heating technologies. • Together, the regulatory and incentive components of Action H 2.5 demonstrate how policy changes and direct financial assistance can work in tandem to reduce emissions, improve air quality, and protect public health in the PTCA area.

3. **Air District adopted amendments to Rule 11-18, Reduction of Risk from Air Toxic Emissions at Existing Facilities, focused on improving efficiency, transparency, and public engagement.**

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 4: Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector
Related Action(s):	Action FR 4.1: Amend Rule 11-18 to improve stringency, efficiency, transparency, and public engagement
Progress and Significance:	• Action FR 4.1 calls for amending Rule 11-18 in one or more rounds of amendments. In 2026, Air District staff proposed amendments to address long-standing concerns about implementation delays and to advance strategies in the Plan which call for increased efficiency and transparency. • The first phase of amendments was adopted by the Air District Board of Directors at a public hearing on June 3, 2026. • These amendments focused on improving the efficiency, clarity, and readability of Rule 11-18 and are expected to expedite implementation of the rule and support reduction of toxic emissions and health risks from affected facilities.

	• More information, including the final staff report, proposed amendments, and Board materials, is available on the Air District's Rule 11-18 Amendments webpage: https://www.baaqmd.gov/en/rules-and-compliance/rules/regulation-11-rule-18-reduction-of-risk-from-air-toxic-emissions-at-existing-facilities?rule_version=2024%20Amendments • The next step for Action FR 4.1 will involve evaluation of a second phase of amendments in line with this action's call for improvements in stringency to further reduce community health impacts from toxic air pollution. Updates regarding the rule development effort and timeline will be made available on the Air District's website.

4. **Air District rolled out its Inspection Prioritization Program in full force, building on insightful CSC feedback from early implementation.**

Community Concern Thematic Area:	Compliance and Enforcement
Strategy:	Strategy 1: Compliance and Enforcement
Related Action(s):	Action C&E 1.2: Conduct targeted investigations of facilities of community concern (i.e., facilities identified and prioritized using community concern and AB617 data).
Progress and Significance:	• A program for targeted inspection work — referred to as the Inspection Prioritization Program — was piloted in 2025 and was fully rolled out in 2026. • CSC members provided valuable feedback on development and roll out of the program throughout Year 1 and 2 of Plan implementation and continue to provide feedback as the Air District moves forward with implementation. • The Inspection Prioritization Program utilizes comprehensive data analysis and community input to more effectively identify compliance issues, prioritize inspections, and allocate enforcement resources. A key outcome of the program is to strengthen enforcement efforts in communities disproportionately burdened by air pollution. • The program identifies sites/facilities that have greater potential to impact air quality and public health, and prioritizes inspections based on a variety of factors. Find more information on the Air District's website: https://www.baaqmd.gov/en/Rules-and-Compliance/Inspections/Inspection-Prioritization-Program. • The Inspection Prioritization Program will modernize air quality enforcement and align with Air District Strategic Plan goals to protect public health and improve air quality more equitably in our communities.

	• During Year 2, Air District inspectors conducted targeted patrols of facilities and neighborhoods in the PTCA area based on input from CSC members. • Community input helped increase routine inspections of permitted facilities that have been the focus of community concern, including Chevron Products Company, West Contra Costa County Landfill, and Gold Bond Building Products, LLC. • Community concerns regarding potential off-hours operations also led to an increased enforcement presence outside regular work hours, including weekend patrols within the PTCA area.

5. **Informed by valuable CSC input, the Air District's Community Investments Office (CIO) launched the Local Community Benefits Fund. PTCA CSC members served as community and technical reviewers during the inaugural grant cycle.**

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 3: Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations
Related Action(s):	*Action FR 3.9: First, Air District will partner with the CSC to develop, within 1 year of PTCA Plan adoption, a Community Benefits Policy (CBP) that invests up to 100% of penalty monies from the fuel refining sector back into the PTCA area. Then, Air District will partner with the CSC to expand the Fuel Refining Community Benefits Policy (CBP) to cover the full PTCA area. **Language of Action FR 3.9 is different from the policy to allocate money to a community benefits fund that was approved by the Board of Directors on May 1, 2024. See PTCA CSC meeting slides[12] from June 2025 for more information.*
Progress and Significance:	• Note: The Local Community Benefits Fund builds on early AB 617 and PTCA Plan advocacy by community members and the CSC to reinvest penalty funds in impacted communities. Because earlier FR 3.9 progress, including Board adoption of the Community Benefits Penalty Funds Policy, was covered in the Year 1 Annual Report, this Year 2 accomplishment focuses on implementation through the Local Community Benefits Fund and Bay REPAIR program. • During Year 2, the Community Investments Office (CIO) released draft guidelines for the Local Community Benefits Fund. The CSC's Community Benefits Standing Committee (CBSC) drafted a comment letter and on November 10, 2025, the CSC voted to approve and submit the letter as public comment. CSC engagement with the CIO and requests in the letter helped shape the process, including incorporation of Just Transition

[12] *Slides available at https://www.baaqmd.gov/~/media/files/ab617-community-health/richmond/2025/06232025-meeting-files/june-23-2025-csc-presentation-pdf.pdf?rev=9cca688f9b63461c8b37dd9fbd387024&sc_lang=en*

	Principles into the grant guidelines and participation by community reviewers. • In January 2026, the Air District's Board of Directors approved the grant guidelines for the Local Community Benefits Fund, marking a major milestone for the Community Benefits Penalty Funds Policy and the Bay Reinvesting Penalties for Air Improvement and Resilience program, or Bay REPAIR program. • Subsequently, the Air District launched the first funding round to distribute funds in Benicia, Richmond, and surrounding communities. $38 million is on track to be allocated to projects in Richmond and the surrounding area as part of the Bay REPAIR program, with $20 million specifically to address $PM_{2.5}$ and public health impacts. • As part of the inaugural grant cycle, review teams were established to evaluate grant applications and provide input on funding recommendations. Seven CSC members, including one former member, served as community and technical reviewers, bringing local knowledge, lived experience, and familiarity with community priorities to the review process. Participation by CSC members helped ensure that perspectives from the PTCA area and community were reflected during the evaluation of proposed projects seeking to reduce air pollution, improve public health outcomes, and strengthen community resilience. • This accomplishment highlights both the Air District's successful launch of a new community investment program and the meaningful role CSC members played in helping inform funding requirements and recommendations through public comment and proposal review.

6. **CSC engagement informed development of community flaring resources and supported progress on flare rule amendments.**

Community Concern Thematic Area:	Fuel Refining and Mobile Sources
Strategy:	Fuel Refining Strategy 2: Reduce Persistent Flaring and Improve Incident Response
Related Action(s):	Action FR 2.2: The Air District will coordinate with the CSC to improve and expand communications about all flaring events for the fuel refining sector in the PTCA area and also for major incidents at both fuel-refining and non-fuel refining sources. Communications mechanisms will be developed in collaboration with a CSC Communications Subcommittee and include a new webpage and standardized internal and external communication protocols. Action FR 2.6: Air District will initiate a rule development effort, further evaluating potential updates to flaring rules (Rule 12-11 and Rule 12-12), by the end of 2024. Rule development efforts will aim to incorporate health impacts analyses, enhance rule enforceability,

	and establish new and/or more stringent limits. Health and Safety Code requirements will be satisfied as well.
Progress and Significance:	• During Year 2, the CSC engaged on flaring-related topics through multiple forums, including development of community-facing "Flaring 101" materials and the Refinery Technical Working Group (RTWG). • At a topical meeting in May 2026, CSC members provided extensive feedback on draft "Flaring 101" materials, identifying community information needs and questions related to flaring events, refinery operations, and related Air District regulations. The feedback informed the Air District's approach to developing the materials and identified additional information and next steps needed to better address community interests and concerns. • The RTWG, which included two PTCA CSC liaisons, continued to provide a forum for community, industry, labor, local government representatives, and Air District staff to discuss potential amendments to the Air District's flare rules. The liaisons helped connect the RTWG and CSC processes by sharing updates with the broader CSC through monthly email updates and quarterly CSC report-outs, creating additional opportunities for community feedback and questions as the effort progressed. • In August 2026, the Air District released a Concept Paper outlining potential approaches for future flare rule amendments. The Concept Paper informs public discussions, including two public workshops and continued engagement with the CSC, as the rule development effort moves forward. • Together, these engagement opportunities supported meaningful community participation in developing flaring-related educational resources and evaluating potential flare rule amendments, two topics central to PTCA priority actions within Fuel Refining Strategy 2.

7. **Air District convened refinery frontline community representatives, including two CSC liaisons, for early engagement on revisions to the refinery fenceline air monitoring rule.**

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 4: Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations

Related Action(s):	Action FR 3.13: Improve refinery fenceline and community air monitoring programs.
Progress and Significance:	• In early 2026, the Air District convened five bi-weekly meetings with frontline community representatives to support a collaborative, community-centered approach to early engagement on revisions to the refinery fenceline air monitoring rule and implementation considerations. • The Air District and community representatives discussed detailed technical issues and priorities related to fenceline air monitoring, and the feedback provided by the community is being used to inform the Air District's draft rule language. • CSC liaisons who participated in these meetings regularly provided updates to the full CSC through standing liaison reports at quarterly CSC meetings. Monthly EJ Update emails also helped to keep members informed of discussions and progress.

8. **Air District advanced implementation of Rule 11-18 at Chevron through release of a preliminary health risk assessment and meaningful community outreach and engagement.**

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 4: Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector
Related Action(s):	Action FR 4.2: Prioritize implementation of Rule 11-18 for Chevron.
Progress and Significance:	• Advancing Rule 11-18 implementation at the Chevron Refinery has been a longstanding priority for both the Air District and the community. On August 25, 2026, the Air District reached a major milestone with the release of a preliminary health risk assessment (HRA) for the facility. • The preliminary HRA found cancer and short-term health risks above Rule 11-18 thresholds, which would require Chevron to develop a risk reduction plan to address health risks to nearby communities. • To support transparency and meaningful community engagement, the Air District opened a public comment period, made the preliminary HRA, fact sheet, and summary materials available for public review, and distributed a dedicated community-friendly announcement to the PTCA CSC explaining the findings, their significance, and opportunities for participation. • Feedback from CSC liaisons helped inform refinement of the fact sheet and other supplemental materials accompanying the preliminary HRA. These materials were intended to make the

	HRA findings and Rule 11-18 process more accessible to community members. • On September 15, 2026, the Air District hosted a dedicated PTCA CSC topical meeting to discuss the preliminary HRA, answer questions, and support informed participation in the Rule 11-18 process. • On September 21, 2026, the Air District hosted a public meeting in Richmond where community members could learn about the preliminary HRA, ask questions, and provide feedback. Outreach regarding the HRA and engagement opportunities was conducted through multiple communication channels, including CSC communications, email notifications, Air District web content, and news releases.

9. **Air District prioritized AB 617 communities for implementation of its Commercial Electric Lawn and Garden Equipment Replacement Pilot Program, investing $127,000 in the PTCA area by July 2026 (FYE 2026).**

Community Concern Thematic Area:	Public Health and Reducing Exposure
Strategy:	Strategy 2: Reduce Air Pollution at Home
Related Action(s):	Action H 2.6: Create incentives for electric lawn and gardening equipment
Progress and Significance:	• In November 2025, the Air District launched its Commercial Electric Lawn and Garden Equipment Exchange (eL&G) program, a pilot grant program that reduces air pollution by replacing gasoline- and diesel-powered landscaping equipment with clean zero-emission electric alternatives. • The eL&G program is being piloted in AB 617 communities, including Richmond-North Richmond-San Pablo, Bayview Hunters Point/Southeast San Francisco, East Oakland, and West Oakland, reflecting the Air District's commitment to supporting communities that have historically experienced disproportionate exposure to air pollution. • The program provides point-of-sale vouchers ranging from $700 to $15,000, depending on equipment type. Eligible participants, including commercial landscapers, public agencies, and schools operating in AB 617 Community Emissions Reduction Plan areas, apply through participating retailers. Applications are accepted on a first-come, first-served basis until available funding is exhausted. Qualifying equipment includes chainsaws, trimmers, edgers, brush cutters, leaf blowers, vacuums, walk-behind mowers, and ride-on or stand/sit mowers. • Since its launch, the Air District has distributed $127,000 in vouchers to eligible applicants. These grants are estimated to

	reduce 0.27 tons per year of combined emissions within the PTCA area.

Partner Agency-led Implementation

Partner agencies also noted achievements related to PTCA strategies and actions, and three are highlighted in this section. One accomplishment is being reported for the first time in Year 2, while the other two show additional progress on actions discussed in the Year 1 Annual Report. While these actions were not selected as CSC priorities and did not involve active participation from the Air District or CSC, they are included to recognize partner agency-led progress for Year 2 that supports the overall goals of the Plan.

10. Contra Costa County adopted the Healthy Checkout Ordinance, increasing access to healthy food in unincorporated areas while providing impacted businesses with transitional support.

Community Concern Thematic Area:	Public Health and Reducing Exposure
Strategy:	Strategy 3: Promote Healthy Food Access
Related Action(s):	Action H 3.4: Develop a Healthy Food Retail Model Ordinance for potential adoption by local jurisdictions in the PTCA area.
Progress and Significance:	• In November 2025, the Contra Costa County Board of Supervisors approved a first-in-the-nation Healthy Checkout Ordinance. • The Healthy Checkout Ordinance requires retail stores with at least 2,000 square feet in unincorporated areas to stock only healthy foods and drinks within 3 feet of a register. The policy also limits checkout snacks to items with no more than 5 grams of added sugar and no more than 200 mg of sodium. • This ordinance affects roughly 40 retail locations in unincorporated areas. To help retail businesses adapt to the new ordinance, the county provides a 12-month grace period during which no fines are issued, and Contra Costa County's Environmental Health Program will instead provide technical assistance and education. • Following the grace period, Contra Costa Health's Environmental Health Program will ensure enforcement through routine inspections and possible administrative penalties.

11. **Contra Costa County successfully implemented Contra Costa Thrives, a Guaranteed Income pilot program serving four priority groups, with enrollment nearing 100%.**

Community Concern Thematic Area:	Public Health and Reducing Exposure
Strategy:	Strategy 1: Increase Health Resilience and Improve Social Determinants of Health
Related Action(s):	Action H 1.1: Promote and advocate for a guaranteed income pilot for low-income CERP residents.
Progress and Significance:	• During Year 1, Contra Costa County Employment and Human Services (EHSD) made noteworthy progress on this action, including launching the pilot Guaranteed Income (GI) Program. In Year 2, EHSD continued implementation and successfully completed the action by bringing the initiative to full operation. Approximately 92% of participants have been enrolled, and funding has been secured for the full duration of the initiative, including both the participant payment period and the long-term evaluation phase, which will continue through approximately 2032. • The GI program provides monthly, no-strings-attached cash payments ($18,000 over 12 or 18 months) to four target populations connected to county case management services: youth transitioning out of foster care, families with a child under age 6, probation clients, and older adults with housing insecurity. The payments are intended to support residents in meeting basic needs, improving financial stability, creating housing stability, and creating more room for long-term planning. • Program implementation began in July 2025, and the first monthly payments were issued in January 2026. Most of the 170 expected participants are actively receiving payments, with recruitment underway for the remaining participants needed to complete enrollment. • Contra Costa County will evaluate the program's success using both quantitative methods (including surveys and analysis of administrative data) and qualitative methods (such as interviews) to help understand how guaranteed income affects household stability, health, and daily life over time.

12. **The City of San Pablo strengthened its Air Quality Health Risk Overlay District by successfully amending its Zoning Code to provide specific guidance on mitigation measures to protect sensitive populations from air pollution exposure and to reduce health and safety risks.**

Community Concern Thematic Area:	Land Use
Strategy:	Strategy 1: Land Use
Related Action(s):	Action LU 1.3: Buffer Zones and/or Overlay Zones
Progress and Significance:	• The City of San Pablo's Municipal Code Section 17.38.050 establishes the Air Quality Health Risk Overlay District (D3), which protects sensitive populations within a 500-foot buffer of both sides of Interstate 80 from toxic air emissions. • The original D3 Overlay District, adopted in 2015, prohibited residential and sensitive uses outright, but was later identified as overly broad, inconsistent with current concerns, and lacking specific guidance on appropriate project-level mitigation. • The City of San Pablo consulted with the Air District on how to revise Section 17.38.050 to incorporate appropriate mitigation practices, while adapting to local needs including demand for more affordable housing. • On April 20, 2026, the San Pablo City Council adopted amendments to the ordinance that allow residential uses and conditionally permit sensitive receptors, such as schools, day-care facilities, hospitals, parks, and playgrounds, within the D3 Overlay District. • The amendments also established objective development criteria and other project-specific conditions for residential and sensitive uses, including site design and building orientation, enhanced ventilation, reduced sound transmission, landscape buffering, and Transportation Demand Management (TDM) measures to reduce vehicle miles traveled, together minimizing air pollution exposure and reducing health and safety risks.

Lessons Learned and Opportunities

This report is the beginning of a broader reflection on implementation of the Plan. In addition to identifying successes and key accomplishments, it is important to assess challenges, opportunities, and lessons learned. Insights gained through Year 2 will inform future implementation, helping to refine approaches and ensure that Plan implementation remains responsive to community needs and priorities. Lessons learned will be actively incorporated into ongoing discussions and decision-making, supporting continuous improvement and a collaborative path forward.

Year 2 reflections point to opportunities to continue improving how implementation is planned, communicated, and carried out. These include bringing more public health information into CSC discussions to support understanding, participation, and implementation; better defining CSC roles

and involvement for different types of actions; continuing to strengthen communications through accessible messaging; further deepening the level of engagement; and strengthening progress updates to include more specific information, relevant metrics, outcomes, and impacts where available. These reflections also point to the importance of continuing to improve feedback mechanisms so community members can better understand how input is considered and used. These reflections will serve as a foundation for continued dialogue between the CSC and the Air District related to planning for Year 3 implementation.

Next Steps

Continued collaboration between the Air District, the CSC, and partner agencies made Year 2 implementation progress possible. For Year 3, the Air District will engage the CSC in identifying updated priorities and use that input to develop the next Implementation Plan. This work will be informed by CSC and Air District reflections on Years 1 and 2, which may result in modifying the approach to implementation, as needed.

Appendices

- Appendix 1 PTCA Action Tracker
    - Appendix 1A PTCA Action Tracker Action Status Updates
    - Appendix 1B Emission Benefits and Incentives
- Appendix 2 PTCA Emissions Management Report

Appendix 1A

PTCA Action Tracker

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
C&E 1.1	Compliance and Enforcement	Compliance and Enforcement	Develop an outreach campaign to promote the Air District Air Quality Complaint Program and pilot an enforcement tip hotline for industry workers.	In Progress	At the March 23, 2026 PTCA CSC meeting, Compliance and Enforcement (C&E) highlighted the Air District's Air Quality Complaint program. Staff shared information about how to file a complaint, the complaint investigation process, and plans to improve the program along with a QR code to the Air Quality Complaint Program webpage. The webpage can be found at https://www.baaqmd.gov/en/online-services/air-pollution-complaints/air-quality-complaint-program. To increase accessibility, complaint informational videos are provided on the webpage. C&E has dedicated staff available for Compliance Assistance and Enforcement Services at (415) 749-4999 or compliance@baaqmd.gov. Additionally, at the July 16, 2026 Community Advisory Committee (CAC) meeting, C&E provided a presentation on the Air Quality Complaint Program that included an overview of the program, analysis of complaint data, and strategies to improve the program effectiveness. Separately, the Air District anticipates launching an Air Pollution Log in Q3 2026. The log will provide community members with a tool to document observations such as odors, dust, smoke, and other air quality concerns. Information collected through the log may help identify patterns and inform Air District investigations and community engagement efforts.	Air District	30%	# of flyers distributed (or billboards, social media posts, etc.) # of complaint system enhancements implemented
C&E 1.2	Compliance and Enforcement	Compliance and Enforcement	Conduct targeted investigations of facilities of community concern (i.e., facilities identified and prioritized using community concern and AB617 data).	In Progress	The Inspection Prioritization Program (formerly Targeted Inspection Program) was piloted in 2025 and saw full roll out in 2026. The program utilizes comprehensive data analysis and community input to more effectively identify compliance issues, prioritize inspections, and allocate enforcement resources.	Air District	100% (pilot completed and program rolled out)	# of inspection hours dedicated to "facilities of community concern list"
C&E 1.3	Compliance and Enforcement	Compliance and Enforcement	Update CSC regularly with respect to compliance status of facilities identified as a result of community concerns or those with issues that impact health, safety, and quality of life.	In Progress	During the March 23, 2026 PTCA CSC meeting, the Compliance and Enforcement team provided an update on facility compliance and highlighted facilities with multiple notices of violations. The Air District maintains a Notices of Violation Web Tool on its website, which provides public access to information on notices of violation for the prior 5 year period. At the June 22, 2026 PTCA CSC meeting, Air District Legal staff provided an update on significant enforcement cases in the PTCA community for 2025–2026. The presentation highlighted recent enforcement actions and outcomes, providing community members with greater transparency regarding compliance and enforcement efforts in the area.	Air District	50%	Was a written report produced? (Y/N) Was an in-person presentation given? (Y/N)
C&I 1.1	Commercial and Industrial	Control Fugitive Dust	Dust White Paper (identify Best Management Practices (BMPs), evaluate Rule Development opportunities, and implement recommendations	In Progress	A white paper was published in 2023 and is available on the Air District's webpage for the fugitive dust rulemaking: https://www.baaqmd.gov/en/rules-and-compliance/rule-development/fugitive-dust. The Air District has begun implementing recommendations from the fugitive dust white paper, including initiating the rule development process. Staff presented rule amendment concepts to address fugitive dust at the PTCA quarterly CSC meeting on June 22, 2026. The next milestone will be the release of draft rule amendments and associated public engagement, anticipated for Q3 2026.	Air District	50%	Was the White Paper finalized? (yes/no) Were any regulatory actions started due to the White Paper? (yes/no)
C&I 1.2	Commercial and Industrial	Control Fugitive Dust	Advocate for and/or Implement Local Best Practices (locally-required BMPs; outreach/education on dust control and BMPs) with Partners	In Progress	The Air District conducts reviews of CEQA projects on a regular and ongoing basis, including application of Basic and Enhanced Best Management Practices for Construction-Related Fugitive Dust Emissions and Chapter 2 of the Air District's 2022 CEQA Guidelines focused on centering equity, environmental justice and health in environmental analyses. The Air District will continue working on providing resources to local governments to make finding and using best management practices easier.	Air District	50%	Number of standard conditions of approval updated to include fugitive dust provisions (e.g., counts from all three jurisdictions - unincorporated Contra Costa County, City of Richmond and City of San Pablo)
C&I 1.3	Commercial and Industrial	Control Fugitive Dust	Gap Analysis regarding Dust White Paper and BMPs for Community-Identified Sources	Not yet started	Will not be initiated until C&I 1.1 and 1.2 are completed	Air District		Gaps analysis conducted (yes/no) Facilities reviewed via further study (#)
C&I 2.1	Commercial and Industrial	Utilize Permitting to Address Commercial and Industrial Sources Near Community	Undertake an Education, Outreach, and Communications effort with respect to Air District permitting	In Progress	The Air District is in the process of updating permit webpages to improve accessibility. The public notices for permit applications in overburdened communities are translated into Spanish, Chinese, Vietnamese, and Tagalog. If a public notice for a permit application is initiated based on proximity to a school, the notice is translated into languages as requested by the schools based on student demographics. The Air District recently added an option to sign up to receive weekly email notifications for permits on public notice on the Air District's website at: https://www.baaqmd.gov/permits/public-notices. The public may also sign up to receive a notification for new or modified permit applications on our website at: https://www.baaqmd.gov/en/permits/public-notices/permit-applications-received	Air District	20%	Have education and outreach materials been developed? Have education and outreach materials been translated and distributed?
C&I 2.2	Commercial and Industrial	Utilize Permitting to Address Commercial and Industrial Sources Near Community	Maintain and strengthen collaborative efforts with other Air District Divisions and external partners	Ongoing	The Air District reviews CEQA projects on an ongoing basis. During Year 2 (October 2025 - September 2026), the Air District commented on several CEQA projects in the PTCA area. In particular, the Air District provided early comments to the City of Richmond on the Chevron Richmond Refinery Wet Gas Scrubber Project, and the Air District wrote a comment letter for the Transmontaigne Rail Expansion Project.	Air District		How many CEQA projects in the PTCA area have been commented on by Engineering and Planning? (#) Have equitable protocols for responding to requests to extend comment periods for permits been developed? (Y/N)

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
C&I 2.3	Commercial and Industrial	Utilize Permitting to Address Commercial and Industrial Sources Near Community	Conduct periodic reviews of emissions reduction progress for Title V facilities	In Progress	An emissions management report for Chevron and other Title V facilities in the PTCA area has been compiled and included in the Year 2 Annual Report (see Appendix 2). This represents an update of the Year 1 emissions management report for those facilities.	Air District	80%	How many Title V facilities received a review? (#)
C&I 2.4	Commercial and Industrial	Utilize Permitting to Address Commercial and Industrial Sources Near Community	Open permitting rules for rule development. Evaluate rule amendment opportunities	Not yet started	Not yet started	Air District	0%	Were draft rule amendments developed and released for feedback? (y/n) Were rule amendments adopted? (Y/N)
C&I 3.1	Commercial and Industrial	Reduce Exposure from Food Preparation	Restaurants White Paper	Not yet started	Air District Update Not yet started CARB Update CARB conducted research with air districts on primary sources and pollutants within the commercial cooking category and found that the majority of local emissions from commercial cooking come from underfired charbroiling. CARB is now moving forward with air districts to evaluate existing and emerging control technologies for underfired charbroiling. The results of the technology evaluation will determine next steps.	Air District	0%	Was a white paper produced? Was a rule development effort or incentive program initiated?
C&I 3.2	Commercial and Industrial	Reduce Exposure from Food Preparation	Other Food Preparation: Evaluate the Need for Further Study and/or Additional Actions	Not yet started	Not yet started	Air District	0%	Were any food preparation activities identified via review of the CAMP results (to determine if further study is needed)? Were additional actions undertaken to address any identified food preparation activities, including further study?
C&I 3.3	Commercial and Industrial	Reduce Exposure from Food Preparation	Evaluate potential mechanisms for achieving voluntary emissions reductions from food preparation facilities and operations (incentives and/or behavioral change campaigns) and implement promising mechanisms on a rolling basis	Not yet started	Not yet started	Air District	0%	
C&I 4.1	Commercial and Industrial	Large Industrial Sources	Implement Rule 11-18 at Large Facilities (Non-Fuel Refining)	In Progress	Rule 11-18 implementation is currently in progress at two high priority Phase 1 facilities in the PTCA area: Chevron and Chemtrade. See Actions FR 4.2 and FR 4.3 for more detailed updates on Chevron and Chemtrade, respectively.	Air District	15%	Was an HRA produced (for a given facility)? If an RRP was required -Was an RRP produced (for a given facility)? -Was an RRP implemented (for a given facility)?
C&I 4.2	Commercial and Industrial	Large Industrial Sources	Levin Terminal: Implement Rule 11-18 and Conduct Gap Analysis	In Progress	4.2.1: Levin Terminal is currently a Rule 11-18 Phase 2 facility, which is a lower priority than the Phase 1 facilities in the PTCA area. 4.2.2: The Air District has been informed by Levin Terminal that the terminal stopped handling pet coke in 2024 and is not planning on handling pet coke again. They have also stated that coal handling will stop by the end of 2026, in line with the Settlement Agreement with the City of Richmond. 4.2.3: Air District inspections continue to be prioritized for the Levin Terminal facility, and no violations were discovered during the routine inspection(s). During inspections, Air District staff assesses what types of materials are being handled and stored.	Air District	33%	Was an HRA produced (for a given facility)? If an RRP was required -Was an RRP produced (for a given facility)? -Was an RRP implemented (for a given facility)? Was a gap analysis conducted with respect to the settlement agreement and additional PM reduction opportunities? (Y/N)
C&I 4.3	Commercial and Industrial	Large Industrial Sources	Gold Bond (formerly New NGC): Gap Analysis	In Progress	4.3.1: Gold Bond is currently a Rule 11-18 Phase 2 facility, which is a lower priority than the Phase 1 facilities in the PTCA area. 4.3.2: See C&I 1.1 for the current status of the Dust White Paper and associated regulatory efforts. 4.3.3: Air District inspections continue to be prioritized for the Gold Bond facility, and no violations were discovered during the routine inspection(s). The Air District is seeking to impose additional dust mitigation requirements as part of a legal settlement for prior violations.	Air District	33%	

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
C&I 4.4	Commercial and Industrial	Large Industrial Sources	West Contra Costa County Landfill: Implement Rule 11-18 and Conduct Gap Analysis	In Progress	This action is a CSC Year 2 Priority for Engagement. The Air District is actively working on implementing this action. See updates below by work area: Engineering The West Contra Costa County Landfill (landfill) has an active permit application that includes source testing to further evaluate and refine emissions estimates from operations at the facility. To ensure that the most accurate and representative emissions data are used in the health risk evaluation, the Air District has paused implementation of Rule 11-18 requirements for the facility until the source testing is completed and the resulting emissions inventory is finalized. Regulatory Development With respect to 4.4.2, see C&I 1.1 for the current status of the fugitive dust white paper and associated regulatory efforts. Compliance and Enforcement (C&E) and Legal Compliance inspectors issued a notice of violation for failure to continuously operate the gas collection system at the landfill. The system was verified to have returned to compliance, and the notice of violation is being assessed for potential penalties. Public Affairs During Year 1, the Air District facilitated and attended the June 3, 2025 North Richmond Municipal Advisory Council Meeting to provide an overview of the Air District complaint process and provide update on recent complaints and NOVs at West Contra Costa County Landfill. No additional action has occurred in Year 2. The Air District will continue to be responsive as needed.	Air District	33%	
C&I 4.5	Commercial and Industrial	Large Industrial Sources	Metal Recycling (Sims, Pick n Pull): Source Evaluation	In Progress	A Metal Recycling and Shredding white paper was released in July 2024 for public review. In 2025, the Air District held two public workshops to provide the public with an opportunity to learn about, discuss, and comment on potential changes to Rule 6-4 being evaluated. An in-person public workshop was held on June 26, 2025 and a virtual public workshop was held on July 10, 2025. Staff presented metal recycling and shredding rule concepts at the PTCA quarterly CSC meeting on June 22, 2026. The Air District anticipates releasing a draft rule package and holding public workshops in Fall 2026. See the Air District's Metal Recycling and Shredding webpage: https://www.baaqmd.gov/en/rules-and-compliance/rule-development/metal-recycling-and-shredding.	Air District	50%	Was a white paper drafted? (Y/N) Was a white paper released for public input? (Y/N) Was a white paper finalized? (Y/N) Were emissions estimates updated? (Y/N) Were additional enforcement mechanisms implemented? (Y/N) Were additional Fugitive Dust controls implemented? (Y/N) Has the Number of Notices of Violations decreased? (Y/N)
C&I 4.6	Commercial and Industrial	Large Industrial Sources	Other Large Industrial Facilities: Gap Analysis	Ongoing	The Air District includes community-friendly compliance updates and overviews of facilities of community concern in PTCA Annual Reports, consistent with Action C&E 1.3. Information on these facilities is also provided, as applicable, during annual presentations by Compliance & Enforcement and Legal Division staff to the CSC, which were delivered at the March and June 2026 quarterly CSC meetings (Q1 and Q2, respectively). In addition, the Air District has provided updates to the public and the PTCA CSC regarding compliance and permitting activities associated with the City of Richmond Wastewater Treatment Plant operated and maintained by Veolia Water North America.	Air District		For any additional facilities identified, were the actions applied? (y/n) Were updates on Veolia and BioRad incorporated into the annual C&E report? (y/n)
C&I 5.1	Commercial and Industrial	Smaller Commercial and Industrial Sources	Backup Generators (BUGs): Reduce localized exposure from BUGs	In Progress	In response to community concerns raised in the AB 617 process, the Air District has been considering changes in how the Air District regulates backup generators. The rulemaking process is currently at step 2 as described on the rule development web page: https://www.baaqmd.gov/en/rules-and-compliance/rule-development. An internal team has formed to start the technical research required as part of a rulemaking process. Additionally, an informational presentation was made to the Air District Board of Directors' Policy, Grants, and Technology Committee in February 2026.	Air District, Local Regulatory Partners	5%	Was a source evaluation (e.g., white paper) completed?
C&I 5.2	Commercial and Industrial	Smaller Commercial and Industrial Sources	Autobody Shops: Address Concerns with Auto Body Shops	Not yet started	Not yet started	Air District	0%	Was a source evaluation (e.g., white paper) completed?
C&I 5.3	Commercial and Industrial	Smaller Commercial and Industrial Sources	Other Smaller Businesses (Dry Cleaners, others)	In Progress	Internal work has started to connect local-scale air toxics air monitoring results to Air District actions.	Air District		Were any facilities identified for follow-up? If yes, was the follow-up conducted?
C&I 5.4	Commercial and Industrial	Smaller Commercial and Industrial Sources	Enhanced Small Business Outreach	Not yet started	Not yet started	Air District	0%	Was an evaluation conducted?

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
FR 1.1	Fuel Refining	Move Towards a Just Transition	Educate the CSC and Air District on how Just Transition would apply to the Zero Emission Future and a managed phase-down of fossil fuels in the PTCA area. The CSC will establish a Just Transition Subcommittee (JTS) as part of Path to Clean Air Plan Implementation by Q2 2024	In Progress	This is a CSC-Led Action and a CSC Year 2 Priority for Engagement. In Spring 2025, a Just Transition Standing Committee (JTSC) was convened. The CSC formed the JTSC and approved a Plan of Action in accordance with the Year 1 Implementation Plan. In July 2025, the JTSC hosted an educational workshop, which took place in person as well as virtually. Over 50 community participants attended, representing residents, labor unions, elected officials, and local nonprofits, as well as Air District staff and CSC members. At the workshop, a list of Just Transition Principles drafted by the JTSC was discussed in order to collect feedback from the community. The Just Transition Standing Committee (JTSC) continued meeting in 2026. In June 2026, leadership of the committee transitioned to a new CSC facilitator, who continues to support the committee's work on advancing the Just Transition principles.	Just Transition Standing Committee	35%	Was a JTS formed? (y/n) Was a shareable online folder of educational resources created? (y/n) Was a vision plan produced and/or considered? (y/n) Was research conducted on how a Title VI lens could be applied? (y/n)
FR 1.2	Fuel Refining	Move Towards a Just Transition	Incorporate Just Transition Principles and Criteria in the prioritization and implementation of the PTCA Plan and explore incorporating these in governmental policymaking and rulemaking	In Progress	This is a CSC-Led Action and a CSC Year 2 Priority for Engagement. The Just Transition Principles were approved and adopted by the CSC in November 2025 and submitted to the Community Investments Office through public comment. As a result of this engagement and other efforts supported by the PTCA CSC, Just Transition was incorporated as one of the Local Community Benefits Fund goals and eligible project types include just transition strategies that may receive grant funding for reinvestment in the Richmond–North Richmond-San Pablo communities. Just Transition was also included in the Bay Area Climate Action Plan (BARCAP). FR 1.2 is being implemented along with FR 1.1 (see update for FR 1.1) by the Just Transition Standing Committee (JTSC).	Just Transition Standing Committee	40%	Were the JT Principles and Criteria reviewed and voted on? (y/n) Was the incorporation of JT Principles and Criteria into rule development projects evaluated? (# of meetings/conversations)
FR 2.1	Fuel Refining	Reduce Persistent Flaring and Improve Incident Response	Air District and the CSC will work with the City of Richmond to strengthen the Industrial Safety Ordinance (ISO).	In Progress	This action is a CSC Year 2 Priority for Engagement. Contra Costa County is working on revising the Hazardous Notification/ISO Policy to better define community warning system levels. Work on reviewing and updating the Hazardous Materials Incident Notification Policy is still in progress. The Hazardous Materials Programs and the Bay Area Air District have worked together to provide an avenue to share data relevant to the ISO and Flaring amongst agencies. The current annual Richmond ISO (RISO) report is only reporting on the Chevron Richmond Refinery; at this time no additional changes are needed to report data by industry. As tank terminals are incorporated into the annual report, this data will be reported separately. *ISO/Community Warning System Ad Hoc Committee Webpage: https://www.contracosta.ca.gov/3542/ISOCWS-Ad-Hoc-Committee *Contra Costa County Industrial Safety: https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT4HESA_DIV450HAMAWA_CH450-8RIMA_450-8.016STSOSARE *City of Richmond Industrial Safety Ordinance: https://library.municode.com/ca/richmond/codes/code_of_ordinances?nodeId=ARTVIBURE_CH6.43INSA *October 22, 2024 City's ISO Amendment: https://pub-richmond.escribemeetings.com/Meeting.aspx?Id=9a3a8487-2ee8-4b42-918e-2f2b487eb7f1&lang=English&Agenda=Agenda&Item=157&Tab=attachments	Air District City of Richmond		Was the ISO updated? (yes/no) Was an enforcement mechanism for the ISO clearly established? (Y/N)
FR 2.2	Fuel Refining	Reduce Persistent Flaring and Improve Incident Response	The Air District will coordinate with the CSC to improve and expand communications about all flaring events for the fuel refining sector in the PTCA area and also for major incidents at both fuel-refining and non-fuel refining sources. Communications mechanisms will be developed in collaboration with a CSC Communications Subcommittee and include (A) a new webpage and (B) standardized internal and external communication protocols.	In Progress	This action is a CSC Year 2 Priority for Engagement. The Air District has continued to enhance its communications protocols for large scale incidents. A dedicated air quality incident notifications webpage has been launched (see: https://www.baaqmd.gov/en/contact-us/sign-up-for-information/air-quality-incident-notifications), and an additional webpage is tentatively under development. The Air District has also hired a new Public Information Officer to support AB 617 communications efforts, and is developing educational materials, including "Flaring 101" communications resources.	Air District		Was a Communications Subcommittee established? (y/n) Was a website page created? (y/n) Were standardized internal and external communication protocols implemented (y/n)?
FR 2.3	Fuel Refining	Reduce Persistent Flaring and Improve Incident Response	Air District and CSC will collaborate with Contra Costa County to recommend improvements for their Community Warning System.	Ongoing	The Air District will continue to work closely with the CSC and Contra Costa County to develop recommendations for the county's Community Warning System. Please see Action FR 2.4 for information on enhancements to the Air District's incident response communications and Air Quality Incident Notifications program, which serves as a complement to the county's warning system.	Air District		Were recommendations made to the ISO/CWS Ad Hoc Committee? (Y/N) Were recommendations incorporated into the CWS by the Board of Supervisors? (Y/N)

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
FR 2.4	Fuel Refining	Reduce Persistent Flaring and Improve Incident Response	Air District will improve its incident response program to get more transparent and user-friendly information to a wider audience faster during and after major incidents.	In Progress	The Air District has enhanced its incident response communications by expanding its Air Quality Incident Notifications program, which provides timely updates via text and email during air quality incidents in the Bay Area. To improve public access, the Air District also launched a dedicated webpage (see: https://www.baaqmd.gov/en/contact-us/sign-up-for-information/air-quality-incident-notifications) where residents can sign up to receive these notifications. Furthermore, the refinery corridor particle sampling program was approved by the Air District Board of Directors in 2024. In September 2025, the Air District convened a community workgroup to support program implementation. The community workgroup met four times as of July 2026. To provide continuous information on incident-related particles, a network of fixed sampling sites has been established and has been operating since June 2025. The network currently consists of 12 locations, with nine additional sites planned in the near future. The program will also include a responsive sampling component for trained Air District staff or community volunteers to collect particle samples at specific locations following an incident and in areas not covered by the fixed sampling network. This component is currently under development.	Air District		Is the District's reporting of understandable and useful information (including information about air impacts, during and after an incident improved)? (yes/no)
FR 2.5	Fuel Refining	Reduce Persistent Flaring and Improve Incident Response	CSC will make recommendations on the improved communications protocols to the Air District Board of Directors (BOD) Incident Response Ad Hoc	Completed	Completed. The Air District Board of Director's Incident Response Ad Hoc made recommendations to the full Board of Directors in April 2024. These recommendations are focused on improving incident response, increasing transparency, and considering additional air monitoring. The resulting work is related to Fuel Refining Strategies 2.2 and 2.4.	Community Steering Committee (CSC)	100%	Was feedback presented to the Air District BOD Incident Response Ad Hoc Committee? (y/n) Were recommendations incorporated by the Air District BOD Incident Response Ad Hoc Committee? (y/n)
FR 2.6	Fuel Refining	Reduce Persistent Flaring and Improve Incident Response	Air District will initiate a rule development effort, further evaluating potential updates to flaring rules (Rule 12-11 and Rule 12-12), by the end of 2024. Rule development efforts will aim to incorporate health impacts analyses, enhance rule enforceability, and establish new and/or more stringent limits. Health and Safety Code requirements will be satisfied as well.	In Progress	To support ongoing and upcoming rule development on regulations affecting refinery sources, the Air District initiated the Refinery Technical Working Group (RTWG). The RTWG serves as a multi-stakeholder forum for discussing technical and policy matters regarding refineries and refinery communities. Two CSC Liaisons from the PTCA CSC are participating members of the RTWG. Air District staff convened three RTWG meetings in 2025 and two in 2026, most recently to present rule concepts for amending Rules 12-11 and 12-12. See more at the RTWG landing page here: https://www.baaqmd.gov/en/Rules-and-Compliance/Rule-Development/Refinery-TWG In August 2026, the Air District released a Concept Paper outlining potential approaches for future flare rule amendments. The Concept Paper informs public discussions, including two public workshops and continued engagement with the CSC, as the rule development effort moves forward.	Air District	20%	Were rule concepts produced for public input? (y/n) Were draft rule amendments produced? (y/n) Were rule amendments proposed to the BoD? (y/n) Were rule amendments adopted? (y/n)
FR 3.1	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Air District will develop and implement a standardized Chevron inspection protocol in partnership with the CSC.	Completed	Inspections have been focused and prioritized based on key factors like community complaints, past violations, and areas of concern raised by the public. In many cases, it is the community that alerts the Air District to potential problems, typically through complaints. Air District Compliance and Enforcement division uses that information, along with other data, to guide where and how conduct inspections. This approach helps make sure that the Air District's work is consistent, fair, and focused on the areas that need the most attention, based on what is heard directly from the community. The March 24, 2025 CSC meeting presentation by Compliance & Enforcement staff covered inspection protocols and the prioritized inspection program.	Air District	100%	Was an inspection protocol developed that addresses the goals of the action description? (Y/N)
FR 3.10	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Air District will develop a program by 2026 to apply a Title VI/Gov. Code section 11135 lens including, but not limited to, a process for applying civil rights/disparate impact analyses for Air District refinery-related permitting activities in the PTCA area.	In Progress	The Air District is currently reviewing potential processes and mechanisms to apply civil rights considerations to Air District permitting activities and operations, as discussed in the Air District Strategic Plan Strategy 2.10.	Air District	10%	Was a collaborative workgroup convened to develop the program? (Y/N) Was a program proposed? (Y/N)
FR 3.11	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Air District will expand the distance and circumstances covered by Air District notifications for fuel refining permit actions.	Ongoing	The Air District currently expands the permit public notice notification radius for high public interest facilities in the AB 617 communities on a case by case basis. Considerations for expanded permit public notice notifications include locations of sensitive receptors, potential health impacts, additional interested parties, etc.	Air District		Was the CSC consulted on how best to expand notification practices (y/n)? Were the factors used for notification expanded beyond current practices (y/n)?

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
FR 3.12	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Follow the Air District's new EJ Chapter in its California Environmental Quality Act (CEQA) Guidance.	Ongoing	The Air District has completed and uploaded guidance for implementing the new EJ Chapter found in the Air District's California Environmental Quality Act (CEQA) Guidance. This guidance includes examples from other jurisdictions and can be found here: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/tools/california-environmental-quality-act-guidelines-supplemental_april-2025-pdf.pdf?rev=31b9ea743b354b25b67b4cd244d0a322&sc_lang=en. The Air District has also published a mapping tool for local governments to identify communities that may experience health and environmental burdens, and where additional planning considerations should be implemented. The map can be found here: https://experience.arcgis.com/experience/89ba715c4dc7427f85e2d2fc5b8175ff/page/Overview.	Air District	100%	Did the Air District implement the Guidance for a CEQA project? (y/n; # of projects) Did an external Lead Agency implement the Guidance? (y/n; # of projects)
FR 3.13	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Improve refinery fenceline and community air monitoring programs.	In Progress	Rule development efforts are underway to improve the Air District's refinery fenceline air monitoring program. The Air District expects to release draft rule language and a preliminary staff report for public review and comment in the summer of 2026 and planning is underway for community engagement activities, including with the PTCA CSC. The Air District continues to develop expanded multipollutant air monitoring stations near Bay Area refineries, including the Chevron refinery.	Air District	40%	Was a plan for improving refinery monitoring developed with the CSC (yes/no?) Were the interim milestones identified in the monitoring improvement plan completed in a timely fashion (yes/no?)
FR 3.14	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Improve source emissions monitoring and reporting for sources at the Chevron Refinery and fuel refining-related facilities.	In Progress	The Air District is considering incorporating fenceline air monitoring requirements for refineries, metal shredders, and sources of fugitive dust. This could help improve source emissions monitoring and reporting for sources at Chevron refinery.	Air District		Lists of permit or rule changes for monitoring, recordkeeping, or reporting requirements. Were lessons learned from enforcement actions incorporated into future permit/rule revisions (yes/no?)
FR 3.15	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Refinery-related measurement data accessibility improvement	In Progress	The Air District developed an action plan describing the work related to the "Make Data Accessible" commitments of the 2024-2029 Strategic Action Plan and will be making this available soon. As part of enforcement actions for Rule 12-15, settlement agreements with Bay Area refineries, including the Chevron refinery, have resulted in data accessibility improvements for their fenceline air monitoring that will be considered for the Air District's potential future refinery fenceline air monitoring rulemaking (Rule 12-17).	Air District	10%	Timely completion of the deliverables according to the scope and timeline described in the Refinery Data Accessibility Project workplan
FR 3.2	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Increase the frequency of Air District inspections, audits, and investigations at Chevron and Chemtrade.	Completed	Increased priority for Chevron and Chemtrade was incorporated within the Air District's Inspection Prioritization Program (formerly Targeted Inspection Program), which was fully rolled out in 2026. This program includes increases of inspection frequency in response to specific concerns, including community complaints, identified compliance trends, and other risk indicators.	Air District	100%	How many additional inspections were conducted at Chevron (#; % increase from 2023) How many additional inspections were conducted at Chemtrade (#; % increase from 2023)
FR 3.3	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Seek to build a strong collaborative relationship with operators and Union Health and Safety representatives.	Ongoing	The Air District has been attending meetings with the United Steelworkers Health and Safety Representatives since February 2024 and is committed to continued attendance and engagement at these meetings with USW Health and Safety representatives. The Air District continues outreach with USW. Engagement to-date has included: - USW President Nick Plurkowski was present at the 2025 Board Retreat, participating and actively engaging as a speaker on a Just Transition panel; - USW representatives were invited to join the Air Distirct's Refinery Technical Working Group on flaring rules, since its launch in 2025; USW President Nick Plurkowski attended working group meetings throughout 2025 and 2026 - USW Past President Tracy Scott attended the PTCA CSC's Just Transition Community Workshop	Air District		Was an outreach campaign conducted in order to reach the USW Local 5 Health and Safety Workers? (Y/N)
FR 3.4	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Transparent, Regular, and Inclusive Updates on Compliance and Enforcement Activity at Chevron.	In Progress	The Air District provided an annual Compliance and Enforcement presentation to the CSC, including information related to Chevron, during the Q1 CSC meeting on March 23, 2026. Additional information was provided during the Legal Team's annual presentation at the Q2 CSC meeting on June 22, 2026. Current website tools to access facility data include the Notices of Violation Web Tool, Air Quality Complaint Search Tool, and Refinery Flare Monitoring webpage. Additionally, on May 18, 2026, the Air District provided an overview of flaring information in a "Flaring 101" topical CSC meeting. Future improvements to access data include an Open Air tool, which is in development, and aims to provide public access via an interactive map with information on permit, emissions, complaints, inspections, violations, and facility details.	Air District	25%	Were quarterly reports produced and shared (Y/N)?
FR 3.5	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Air District will expedite the Notice of Violations resolution process in the fuel refining sector.	Ongoing	The Air District resolved 678 notices of violation for the Chevron Refinery in February of 2024, assessing a $20 million penalty. With this, the action moved from In Progress to Ongoing. Since then the Air District has resolved an additional 15 notices of violation, fining Chevron another $2,250,400 for those violations. These violations included ongoing violations of Rule 12-15 fenceline monitoring requirements; the Air District required Chevron to upgrade its monitoring to comply with the rule, in addition to assessing a penalty.	Air District		Number of NOVs in fuel refining sector resolved (#)

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
FR 3.6	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Air District will coordinate on enforcement with federal, state (USEPA, CARB, and the Attorney General's Office), and local enforcement partners (District Attorneys, City and County Counsel) on fuel refining violations, enforcement, and other legal issues, as appropriate.	Ongoing	The Air District has increased its coordination with other enforcement agencies, including the California Attorney General and the Contra Costa County District Attorney, among others. The Air District is currently working on more formalized partnership structure for interagency coordination and cooperation as part of its Strategic Plan implementation work, which will include a forum for focusing on fuel refining enforcement issues.	Air District		Was there a creation of a forum through the Interagency Refinery Task Force and when appropriate CalEPA's (multi-agency) Environmental Justice Task Force to agendize enforcement issues pertaining to the fuel refining sector? (yes/no?) Has there been an increase in coordination among appropriate legal partners (e.g., state and/or federal government prosecutors, or contracted outside counsel) to implement enforcement efforts, including to identify and prosecute the most serious violations from the fuel refining sector? (yes/no?)
FR 3.7	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Air District will provide quarterly and annual updates to CSC about penalties assessed against fuel refining sector facilities and all other sources in the PTCA area.	Ongoing	The Air District provided its second annual report on penalties assessed in the PTCA area to the CSC at its June 22, 2026 meeting. The presentation is noted and referenced as part of the Year 2 Annual Report. The Air District also provided quarterly written reports throughout the year, detailing penalties assessed in the previous quarter. The Air District will continue to provide these quarterly written reports and annual in-person reports on an ongoing basis.	Air District		How many quarterly reports were shared in the past year (#)? Was information on legal outcomes in the PTCA area provided in the Annual Report? (Y/N) Was an annual meeting held? (Y/N)
FR 3.8	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	Air District will collaboratively develop, with the CSC, and pilot legal enforcement approaches for fuel refining facilities within one year of final approval of the PTCA Plan. Then this will be expanded to cover all PTCA sources.	In Progress	The Air District is developing a new Enforcement Policy as part of implementing the Strategic Plan, which will outline legal enforcement approaches the Air District will implement, including penalty valuation approaches. The Policy will cover the fuel refining sector as well as all other regulated emissions sources. The Air District is completing an initial draft of the new Enforcement Policy, which has been developed in coordination with a community working group which has met 11 times. The community working group includes a representative from the PTCA CSC, as well as representatives from other AB 617 CSCs and the Air District's Community Advisory Council. When the initial draft of the new Enforcement Policy is finalized it will be circulated for public comment and a presentation will be made to the PTCA CSC.	Air District	80%	Did the Air District meet with the CSC to discuss legal approaches? (# of meetings) Were fuel refining-specific approaches developed within 1 year? (y/n) Were the approaches expanded to cover all sources (beyond just fuel refining)? (y/n)
FR 3.9	Fuel Refining	Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations	First, Air District will partner with the CSC to develop, within 1 year of PTCA Plan adoption, a Community Benefits Policy (CBP) that invests up to 100% of penalty monies from the fuel refining sector back into the PTCA area. Then, Air District will partner with the CSC to expand the Fuel Refining Community Benefits Policy (CBP) to cover the full PTCA area.	Completed	This CSC Year 2 Priority for Engagement is complete. The Community Benefits Standing Committee (CBSC) was established at the March 2025 PTCA CSC Meeting, and in May 2025 the CBSC Plan of Action was approved. The Community Benefits Standing Committee (CBSC) completed its work in June 2026. During its tenure, the CBSC provided recommendations that informed the Community Investments Office (CIO) Local Community Benefits Fund Grant Guidelines. Public comments from the CBSC helped strengthen equity-centered funding priorities, workforce development and green jobs provisions, community impact measures, capacity-bulding support for community organizations, and an increase in allowable indirect costs cap from 12% to 15%. The CBSC also expanded outreach to community-based organizations and encouraged community participation in the grant development and public comment process. Through the Bay REPAIR Program, the Air District committed approximately $100 million for community grants, with approximately $38 million expected to support projects in Richmond and surrounding communities. Note that the language of Action FR 3.9 is different from the policy to allocate money to a community benefits fund that was approved by the Board of Directors on May 1, 2024 (which set an 80% local to 20% regionwide split). PTCA CSC meeting slides from June 2025 provide more information. June slides can be accessed here: https://www.baaqmd.gov/~/media/files/ab617-community-health/richmond/2025/06232025-meeting-files/june-23-2025-csc-presentation-pdf.pdf?rev=9cca688f9b63461c8b37dd9fbd387024&sc_lang=en	Air District Board of Directors	100%	Was a CBP Subcommittee created? (Y/N) Was the fuel refining CBP developed and taken to the Board of Directors? (Y/N) Was the fuel refining CBP approved by the Board? (Y/N) Was a clear protocol/guidance for the management and oversight of the CBP created? (Y/N) Does the management and oversight of the CBP include and consider community input/concerns? (Y/N) Was the fuel refining CBP expanded to cover the full PTCA area? (Y/N) Is there consensus among the stakeholders/partners as to how the funds should be used in the community? (Y/N)

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
FR 4.1	Fuel Refining	Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector	Amend Rule 11-18 to improve stringency, efficiency, transparency, and public engagement	In Progress	This action discusses amending Rule 11-18 in one or more rounds of amendments. The first phase of amendments - focused on improvements to efficiency, clarity, and readability - was completed during spring of Year 2. A final staff report and proposed rule amendments were published in May 2026, and the amendments were adopted by the Air District Board of Directors in June 2026. More information is available on the rule amendment webpage: https://www.baaqmd.gov/en/rules-and-compliance/rules/regulation-11-rule-18-reduction-of-risk-from-air-toxic-emissions-at-existing-facilities?rule_version=2024%20Amendments The next step will involve evaluation of a second phase of amendments in line with this action's call for improvements in stringency. Updates regarding the rule development effort and timeline will be made available on the Air District's website.	Air District	50% (Phase 1 amendments complete)	Were rule concepts produced for public input? (y/n) Were draft rule amendments produced? (y/n) Were rule amendments proposed to the Air District Board of Directors? (y/n) Were rule amendments adopted? (y/n)
FR 4.2	Fuel Refining	Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector	Prioritize implementation of Rule 11-18 for Chevron	In Progress	The Air District has published the Rule 11-18 preliminary Health Risk Assessment (HRA) for Chevron in August 2026 and prepared supplemental documentation to improve transparency for the PTCA CSC. The Air District held a meeting with the CSC to discuss results, and a public meeting for the greater Richmond community. Public review of the draft HRA provided opportunity to comment on the toxic emissions inventory, modeling protocol, and HRA results.	Air District	60%	Was an HRA finalized? (yes/no) Was an RRP finalized? (yes/no) Direct emissions reductions Direct risk reductions
FR 4.3	Fuel Refining	Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector	Implement Rule 11-18 at Chemtrade	In Progress	The Air District is in the process of reviewing the emissions inventory for Chemtrade. It is currently working to ensure all routine operations are accounted for at the facility.	Air District; Community Steering Committee (CSC)	25%	
FR 4.4	Fuel Refining	Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector	Implement Rule 11-18 at all other fuel-refining and fuel-refining related facilities subject to the rule and Provide Regular Updates on Rule 11-18 Implementation	Ongoing	Rule 11-18 is currently being implemented at the highest priority Phase 1 facilities. The Air District is providing updates on the Rule 11-18 implementation progress during Settlement Agreement meetings that PTCA CSC liasons are invited to. The full CSC is kept apprised via report outs from PTCA liaisons at quarterly CSC meetings, as well as via written updates included in monthly EJ Updates emails.	Air District		Was an HRA completed at a given facility? (Y/N) If required, was an RRP finalized for a given facility? (Y/N)
FR 4.5	Fuel Refining	Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector	Evaluate and Implement Targeted Single-Source Category Controls to further reduce public health impact from TACs	Not yet started	This action is dependent on implementation of FR 4.2. FR 4.5 cannot begin until FR 4.2 is completed	Air District		Was remaining burden analyzed based on post 11-18 implementation (Y/N) Were sources identified for source-specific application of best available controls? (Y/N) Was a rule development process undertaken for a source (Y/N, # of source categories)
FR 5.1	Fuel Refining	Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector	Implement Rule 6-5	In Progress	Chevron dropped its lawsuit challenging Rule 6-5 and now intends to comply with the rule by installing a Wet Gas Scrubber. The City of Richmond is considering Chevron's application for a Conditional Use Permit for the Wet Gas Scrubber project, and the Air District is working on the air permit. The City issued a draft Environmental Impact Report Addendum and will consider comments on it as part of evaluating the application for the Conditional Use Permit. Further information about the project is available on the City's website at https://www.richmondca.gov/chevronwgs	Air District	25%	Direct emission reductions (#)
FR 5.2	Fuel Refining	Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector	Finalize PM2.5 Local Risk Methodology for rule development and accountability	In Progress	Draft PM2.5 Local Risk Methodology was presented to the Air District Board of Directors in September 2023.	Air District; Community Steering Committee (CSC)	50%	Was the white paper finalized? (Yes/No)

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
FR 5.3	Fuel Refining	Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector	Develop and implement health-based rules for PM, upon finalizing a methodology to account for health risk from PM. Evaluate with respect to fuel refining sources, non-fuel refining sources, and other significant sources. Initiate by the end of 2025.	Not yet started	Not yet started	Air District		Was a regulation drafted? (Y/N) Was a regulation proposed and adopted? (Y/N)
FR 5.4	Fuel Refining	Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector	Include work to improve quantification of PM and VOC emissions from cooling towers (see Fuel Refining Strategy 3 Action 3.13)	In Progress	The Air District has hired a consultant to investigate improving quantification of PM and VOC emissions from cooling towers.	Air District	10%	Were improvements made to PM quantification for cooling towers? (yes/no) Were improvements made to VOC quantification for cooling towers? (yes/no)
FR 5.5	Fuel Refining	Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector	Initiate rule development for NOx emissions from combustion sources at petroleum refineries by the end of 2024	Not yet started	Not yet started	Air District		Was a rule development effort initiated? (Y/N) Was an update given to the CSC? (Y/N)
FR 5.6	Fuel Refining	Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector	Initiate rule development to evaluate controls to reduce SO2 emissions and Secondary PM45 generated by Chevron and related industries in the PTCA area	Not yet started	Not yet started	Air District		Was rule development initiated? (Y/N) Was an update given to the CSC? (Y/N)
H 1.1	Health	Increase Health Resilience and Improve Social Determinants of Health	Promote and advocate for a guaranteed income pilot for low-income CERP residents.	Completed	<u>Contra Costa County Employment and Human Services (EHSD) Update</u> The Guaranteed Income (GI) program continues to progress according to the established implementation timeline and is reaching an important milestone. The GI program provides monthly, no-strings-attached cash payments to four target populations connected to County case management services: youth transitioning out of foster care, families with a child under 6, probation clients, and older adults with housing insecurity. The purpose of these payments is to support residents in meeting basic needs, improving financial stability, creating housing stability, and creating more room for long-term planning. Program implementation began in July 2025, and the first monthly payments were issued in January 2026. Most participants have enrolled and are actively receiving payments. Recruitment is currently underway for the final group of approximately 13 participants. These individuals are expected to begin receiving payments in August or September 2026. Once the final candidates are enrolled, the program will have completed the implementation phase. Funding for the GI program has been secured for the full duration of the initiative, which includes both the payment period and the long-term evaluation running through approximately 2032. The program funding is time-limited and designed specifically for this pilot, but the full amount needed to carry out the project and its evaluation is in place. In terms of impact, the program is on track to reach the full number of individuals planned for enrollment. When onboarding is complete, the initiative will have provided guaranteed monthly payments to the entire participant cohort, expanding financial support to households across the community. The evaluation includes both quantitative methods (such as surveys and analysis of adminstrative data) and qualitative methods (such as interviews) to help understand how guaranteed income affects household stability, health, and daily life over time. This update reflects continued progress toward completing implementation and highlights the program's ongoing commitment to providing consistent, meaningful support to community members.	Contra Costa Health (CCH), Community Financial Resources (CFR)	100% established, 92% enrolled	Were case management and targeted services expanded through CalAIM to MediCal-eligible families to reach additional BIPOC families or individuals? Did enrollment of and services provided to Black participants increase? Note: Depends on program development

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
H 1.2	Health	Increase Health Resilience and Improve Social Determinants of Health	Support State reparations efforts as they relate to Black residents in the PTCA area and in Contra Costa County.	In Progress	City of Richmond Update *City of Richmond No Cost Solar for low-income homes Program: 583 Homes in Richmond have received solar at no cost: https://www.energyforallprogram.org/richmond/ *City of Richmond Racial Equity Action Plan: https://pub-richmond.escribemeetings.com/Meeting.aspx?Id=9a3a8487-2ee8-4b42-918e-2f2b487eb7f1&lang=English&Agenda=Agenda&Item=174&Tab=attachments *City of Richmond Government Alliance on Race and Equity: https://www.ci.richmond.ca.us/3701/Government-Alliance-on-Race-and-Equity-G *City of Richmond Reparations Report https://oag.ca.gov/system/files/media/task-force-agenda12-city-richmond-032023.pdf *Richmond Community Benefits Policy: https://www.ci.richmond.ca.us/4126/Community-Benefits-Policy-Development *Transformative Climate Communities Grant Richmond Rising Project focuses on GHG reduction and continuing to build healthy, connected, and climate strong community: https://richmondrisingca.org/ Contra Costa County Update: Not Yet Started City of San Pablo Update: Collaboration between San Pablo, Richmond and the County could be a first step to initiate this effort.	City of Richmond, City of San Pablo, Contra Costa County, Air District		Was a working group formed? (Y/N)
H 1.3	Health	Increase Health Resilience and Improve Social Determinants of Health	Ask CCHS to expand CalAIM programming for MediCal-eligible in the PTCA area and in Contra Costa County.	Not yet started	Contra Costa Health Update Recently, more State health programs have been moving into CalAIM, so there will be more expansion in CalAIM programming in the coming years. In terms of Asthma Programming: the county is signed up for CalAIM for asthma, which is based on referrals from providers. A list of CCH's offered CalAIM programs can be found here: https://www.cchealth.org/health-insurance/my-contra-costa-health-plan/member-services/enhanced-care-management	Contra Costa Health (CCH)	0%	Were case management and targeted services expanded through CalAIM to MediCal-eligible families to reach additional BIPOC families or individuals? Did enrollment of and services provided to Black participants increase?
H 1.4	Health	Increase Health Resilience and Improve Social Determinants of Health	Build relationships with the West Contra Costa Unified School District (WCCUSD) to help bolster their asthma management programming.	Not yet started	Contra Costa Health Update Department of Health Care Services (DHCS) published updated Community Supports Program Guide Volume 1 in April 2025, and made changes to the Asthma Remediation program. Now providers are to refer members to Asthma Preventive Services (APS), which is for anyone who has asthma regardless of severity, and if remediation is needed the asthma provider will enter a referral for remediation.	Contra Costa Health (CCH)	0%	Were case management and targeted services expanded through CalAIM to MediCal-eligible families to reach additional BIPOC families or individuals? Did enrollment of and services provided to Black participants increase?
H 2.1	Health	Reduce Air Pollution at Home	Support better access to home retrofits in the PTCA area	In Progress	Existing home retrofit programs available to PTCA residents have been identified, including from BayREN (https://www.bayren.org/programs-rebates), CEC (https://aea.us.org/ebd-northern/) and PGE (https://empower-myhome.com/).	Air District	10%	Was the action implemented? (Y/N)
H 2.2	Health	Reduce Air Pollution at Home	Support transition to electric appliances for PTCA residents	Ongoing	With decreases in federal funding and state budget issues, the Air District continues to track changes in the funding landscape closely and engage with partners on new potential funding and new programs augmenting existing local and state resources. Previous state action that was thought to hinder local authorities' ability to adopt "reach codes" promoting or accelerating building electrification (e.g., AB 306 in the CA state budget which will freeze reach code adoption the next 6 years) does not apply to jurisdictions that already had such actions approved in previous plans, such as Climate Action Plans. Thus, Bay Area jurisdictions have continued to consider and adopt codes promoting electrification.	Air District		Was the action implemented? (Y/N)
H 2.3	Health	Reduce Air Pollution at Home	Assess if rental standards can require indoor air filtration in the PTCA community	Not yet started	Not yet started	Air District	0%	Was the action implemented? (Y/N)

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
H 2.4	Health	Reduce Air Pollution at Home	Assess and address gaps in the programming that protects the unhoused from air pollution in the PTCA area	In Progress	Contra Costa Health Update CCH Community Health and Safety Branch - Health, Housing and Homeless Services (H3) runs a strong outreach program (CORE), providing services that includes housing, including interim shelter. However, please note that addressing the housing shortage is beyond the scope of H3 alone. In the 5 years between 2025 and 2030, H3, along with other partners, aims to add units to reduce the unhoused population by 75%. A dashboard outlining actions for this goal is available on the All-Home website, as part of the 2021 Regional Action Plan. Additionally, H3 currently provides community education and training around extreme weather for unhoused individuals. H3 also collaborates with Health Emergency Response Unit (HERU), but not specifically for air quality issues. There is potential for future collaboration on these efforts. The Community Health and Safety Branch-Hazardous Materials also provides education around use of the community warnings system for Hazardous Materials Incidents, including Shelter in Place Education. CCH HazMat has executed a contract with CAER. CAER has begun educational efforts and is working closely with HazMat to scope activities for the remainder of the year. CCH was able to secure Encampment Resolution Funding from the state of CA to safely and permanently abate and house the legacy encampment known as Windy Flats in the San Pablo/Richmond area. To date, all unhoused residents have been safely moved. Ten people have been permanently housed, another eleven are temporarily housed while still looking for permanent housing. Another eight relocated out of the area. The encampment area has been fully rehabilitated and no new encampment will be able to be at that site. City of San Pablo Update Ongoing. The City of San Pablo has a certified 2023-2031 Housing Element and a Community Health and Environmental Justice Element which include many policies that respond to the need for affordable and transitional housing. The City has approved and supported a number of recent projects that respond to the need for this type of housing, including proper air filtration, cooling, warming, etc. Some of these projects include 2555 El Portal, which is a 54 unit transitional housing project operated by the County. The City has also issued a letter in support of Ujima supportive housing project and another commuity care facility proposed by the County. In addition, the San Pablo Police Department currently partners with CORE and can ask their team for support on educating the community on air quality issues and share resources such as N95 masks. At the end of 2025, staff introduced amendments to the Zoning Code to City Council, including revisions to identify both supportive and transitional housing as a permitted use in any district where either single or multi-family housing is allowed and to comply with Government Code 65651. The proposed amendments were approved by ORD 2025-004 adopted December 15, 2025.	2.4.1: CCH: Health, Housing & Homeless (H3) Services; City of Richmond; City of San Pablo 2.4.2: City of Richmond 2.4.3: Air District	CCH: 20% City of San Pablo: 60%	Was the action implemented? (Y/N)
H 2.5	Health	Reduce Air Pollution at Home	Reduce exposure to wood burning	Completed	2.5.1: Rule development for this action was completed in 2025. The rule development process included a White Paper, which was released for feedback in November 2024. This was followed by draft rule amendments, released in June 2025, accompanied by two virtual public workshops. Proposed amendments for Regulation 5 and Rule 6-3 were adopted by the Air District Board of Directors on October 1, 2025. 2.5.2: The Clean HEET program was launched in early 2024 and, in response to the PTCA CERP, was expanded to retire wood-burning fireplaces, stoves, and inserts and replace them with heat pumps. The program was initially open for applications through September 30, 2025. It was later open again for applications from January 13, 2026 through July 14, 2026. During this period, the Air District conducted outreach to residents and homeowners to make this incentive known and accessible. In Year 2, the Air District contracted one additional grant project, providing $6,000 in incentive funding to replace one wood-burning fireplace with an electric heat pump. This project is estimated to reduce 0.23 tons of combined emissions within the Plan boundary. With this project, the cumulative PTCA CERP total reached $19,000 in incentive funding for three fireplace replacements, achieving an estimated 1.12 tons of combined emissions reductions within the Plan boundary. For more detail about the Clean HEET program, please see the program webpage at https://www.baaqmd.gov/en/funding-and-incentives/residents/clean-heet-program.	Air District	H2.5.1 - 100% H2.5.2: 100% complete. (Program is established and offers incentives.)	Was the action implemented? (Y/N) # of wood-burning heating equipment units replaced with heat pumps through incentive programs
H 2.6	Health	Reduce Air Pollution at Home	Create incentives for electric lawn and gardening equipment	Ongoing	The Air District created and launched a commercial Electric Lawn and Garden Equipment replacement program in 2025. The pilot phase of this program is offering grants for projects in AB 617 communities. Since launching this program, the Air District has used $127,000 in incentives to accelerate replacement of commercial lawn and garden equipment in the PTCA area. These projects reduce 0.27 tons per year of combined emissions within the Plan boundary. For more detail about the Electric Lawn and Garden, please see the program webpage at https://www.baaqmd.gov/en/funding-and-incentives/public-agencies/lawn-and-garden.	Air District	50% complete. (Program is established but currently offers incentives only for commercial lawn and garden equipment.)	Was the action implemented? (Y/N) # of residential replacements or purchases of new electric lawn and garden equipment through Air District incentive program
H 3.1	Health	Promote Healthy Food Access	Expand CCHS programming to increase healthy food in retail settings in West Contra Costa County.	In Progress	Due to of the passage of H.R. 1, funding for the Supplemental Nutrition Assistance Program-Education (SNAP ED), known in California as the Cal Fresh Healthy Living Program, the Contra Costa Health Nutrition and Physical Activity Project was unable to sustain its current activities and is expected to sunset the project in Spring of FFY 2026.	Contra Costa Health (CCH)	50%	A measure of impact: How many more retail stores provide fresh produce within the CERP community since the action was implemented?

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
H 3.2	Health	Promote Healthy Food Access	Ask EHSD to Study the current state of CalFresh - California state's Supplemental Nutrition Assistance Program (SNAP) - enrollment within the CERP Community and identify solutions to current barriers to enrollment.	Not yet started	Not yet started	Community Steering Committee (CSC)	0%	Was the action implemented? (Y/N)
H 3.3	Health	Promote Healthy Food Access	Find funding to increase the number of food retail businesses in the PTCA community.	In Progress	<u>City of Richmond Update</u> *New Richmond Farmers Market at the Marina Park: https://www.ci.richmond.ca.us/4643/Richmond-Farmers-Market *New location of Richmond Friday Farmers Market: https://www.ci.richmond.ca.us/4643/Richmond-Farmers-Market *Richmond Kaiser Farmers Market every Thursday. *New Richmond Mobile Vendor Program operating two days a week: https://www.ci.richmond.ca.us/4685/Mobile-Vendor-Program-MVP <u>Contra Costa County Update</u> Action SC-A5 is a measure from Contra Costa County's Envision Contra Costa 2040 initiative to address food access in *Impacted Communities. Action SC-A5.2 is to amend the County Ordinance to streamline permitting processes for a grocery store and SC-A5.4 is to develop incentives to attract grocery stores, markets and establishment selling fresh food. This is intended to increase the percentage of homes that are within a half-mile from a grocery store or other entity that offers fresh food and support the development of a neighborhood serving grocery store and other uses offering benefits to the community, such as community kitchens. <u>City of San Pablo Update</u> Ongoing. Grocery stores are permitted by right in all commercial districts in the City. The Business License fees that the City collects are for tax purposes only, voter approved and adopted, and cannot be waived. City of San Pablo staff also collaborates with Contra Costa Health on the implementation of the new Microenterprise Home Kitchen Operations pilot program and facilitates approval of small businesses in partnership with the San Pablo Economic Development Corporation. Prime Time Nutrition is a healthy foods grocery store located inside the San Pablo Library that focuses on supporting women, infants and children participating in the WIC program. Grocery prices are 20-40 percent below traditional grocery stores and people can shop with their WIC vouchers. Mobile Food Bank provides services in San Pablo at Davis Park on the 2nd and 4th Friday of each month and at the City Hall parking lot the 2nd and 4th Saturdays of each month.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 80%	Was the action implemented? (Y/N)
H 3.4	Health	Promote Healthy Food Access	Develop a Healthy Food Retail Model Ordinance for potential adoption by local jurisdictions in the PTCA area.	Completed	The Contra Costa County Board of Supervisors approved a first-in-the-nation Healthy Checkout Ordinance in November 2025. The Healthy Checkout Ordinance requires retail stores with≥ 2,000 square feet in unincorporated areas to stock only healthy foods and drinks within 3 feet of a register. The policy limits checkout snacks to items with ≤5 grams of added sugar and ≤200 mg of sodium. This ordinance affects roughly 40 retail locations in unincorporated areas. To help retail businesses adapt to the new ordinance, the county provides a 12-month grace period during which no fines are issued. Instead, Contra Costa County's Environmental Health will provide technical assistance and education before moving to enforcement through routine inspections and possible administrative penalties.	Contra Costa Health (CCH)	100%	Was the action implemented? (Y/N)

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
H 4.1	Health	Promote Resilience Centers	Advocate for funding for Resilience Centers	Ongoing	City of Richmond Update *Harbour 8th Community Hall Resilience Center: https://pogopark.org/2024/05/pogo-park-awarded-10-million-to-create-contra-costa-countysfirst-community-resilience-center-crc/ *Nevin and Shields Reid Community Center Resiliency hubs and cooling stations *City of Richmond No Cost Solar for low-income homes Program: 583 Homes in Richmond have receive solar at no cost: https://www.energyforallprogram.org/richmond/ *Richmond Resiliency Roadmap: https://www.ci.richmond.ca.us/3907/Richmond-Resilience-Roadmap *Transformative Climate Communities Grant Richmond Rising Project includes the Healthy and Resilient Homes program providing solar and energy efficiency upgrades to homes: https://richmondrisingca.org/ Contra Costa County Update Contra Costa County coordinates with public agencies, utilities, and community-based organizations to provide community resilience centers in all regions of the county during extreme heat events, severe weather events, and other highly hazardous conditions. The County works to ensure that these facilities are in highly accessible areas and that information about their availability is widely distributed, especially to vulnerable populations. The County also maintains the Emergency Operations Center, which is activated as needed to communicate with emergency management partners and coordinate responses to incidents. Additional policies can be found in the 2040 General Plan for Emergency Preparedness, Response, and Evacuation Routes. City of San Pablo Update Enhancing Community Resilience is part of the San Pablo City Council Priority Workplan and some of the priorities outlined in the workplan include the following: create community-inclusive emergency preparedness and recovery plans; identify and implement long-term environmental stewardship goals; assess environmental impacts over the long-term to assist resiliency planning. Additionally, the Housing Element Action Plan includes Program 4-J: Increase Access to Environmental Opportunity, which identifies a set of implementation items that San Pablo has committed to, including actively promoting the use of measures identified in the CA Green Building Code to minimize heat island effects in all new contruction within Priority Development Areas.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 20%	Was the action implemented? (Y/N)
H 4.2	Health	Promote Resilience Centers	Ensure resources for high-efficiency air filtration unit distribution and installation programs and support for partnerships to benefit vulnerable populations and places	In Progress	Projects through the state's Clean Air Center Program (AB836) are being implemented and over 1,500 portable air cleaners have been delivered to 319 locations. Sites open to the public are viewable on this map: https://ww2.arb.ca.gov/cleanaircenters The Air District's School Air Filtration Program secured Board approval to allocate $4,000,000 of Community Air Protection (CAP) Incentives funding to support Home and School Air Filtration Programs. Of the total funds, $3,000,000 is allocated to school air filtration with about $1.3 million allocated to elementary schools in Richmond and San Pablo. School air filtration projects are aligned with the strategy objective of ensuring that all residents in the PTCA area have access to a resilience center that provides indoor air filtration, has programming to meet community members' needs, and is sustainably funded. In Year 1, Air District staff worked closely with CSC Leads to review a list of public elementary schools in the Path to Clean Area. The Leads shared information that expanded on the criteria the Air District used to identify the schools ranging from enrollment, school size, free and reduce lunch eligibility, distance from freeway, life expectancy, school size and PM 2.5 data. For example, conversations with the Leads revealed that one school had closed due to environmental hazards and highlighted the proximity of certain schools to stationary polluting facilities. These conversations were critical for staff to refine and update the lists of schools and begin to have conversations with school officials. In Year 2, the Air District continued to advance implementation of the School Air Filtration Program in partnership with the West Contra Costa Unified School District and other project partners. Air filtration assessments have been completed for 13 elementary schools, and the project is progressing toward implementation.	Air District	30%	Was the action implemented? (Y/N)
H 5.1	Health	Pollution and Public Health Education, Outreach, Accountability, and Health Data Tracking	Work with County Health Services to create a dashboard for health data and air pollution education materials.	In Progress	There is some climate and health-related community education material available on the CCH Climate and Health webpage. Selecting air quality links directly to the Bay Area Air District main site. https://www.cchealth.org/health-and-safety-information/climate-and-health CCH has maintained the CCH Health Atlas with original polution measures including particulate matter.The atlas is not a dashboard and it is not intended for education. See atlas.cchealth.prg CCH maintains a Hazardous Materials dashboard that provides near real-time updates for hazardous materials incidents including refinery flaring, spills, fires at county refineries. The dashboard is accessible here: https://www.cchealth.org/health-and-safety-information/hazmat-programs/hazmat-notifications-dashboard	Contra Costa Health (CCH)	50%	Was the action implemented? (Y/N)
H 5.2	Health	Pollution and Public Health Education, Outreach, Accountability, and Health Data Tracking	Work with health workers to deliver information on air pollution, health impacts, and mitigation opportunities.	In Progress	Contra Costa Health (CCH) plays a key role in amplifying information during AQI-related emergencies. Public Information Officers (PIO) and Community Education & Information (CEI) review and approve these messages prior to dissemination. Additionally, CCH Health, Housing and Homeless Services field staff, Community Health Workers, and Enhanced Care Management Providers may assist in sharing air quality information with clients.	Contra Costa Health (CCH)	50%	Was the action implemented? (Y/N)

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
H 5.3	Health	Pollution and Public Health Education, Outreach, Accountability, and Health Data Tracking	Implement the findings of the CARB-funded study to improve health metrics tracking in AB 617 Communities.	Not yet started	Not yet started	Air District		Was the action implemented? (Y/N)
H 6.1	Health	More Complete Health Risk Data and HRAs, Including Pollutant Interactions	Advocate for expanded basic research on the health impacts of PM2.5 exposure and add basic research on NOx, SOx, and the most damaging TACs	Ongoing	CARB has a Research Activities listserv that can be signed up for in order to receive notifications about opportunities to engage with the research program: https://public.govdelivery.com/accounts/CARB/subscriber/new?topic_id=research	6.1.1: California Air Resources Board (CARB) 6.1.2: Air District		Was funding increased significantly? Was research broadened to include studies of the most damaging TACs and NOx and SOx? Was research broadened to include a wide range of chronic health impacts?
H 6.2	Health	More Complete Health Risk Data and HRAs, Including Pollutant Interactions	Develop a methodology for integrating health risks from CAPs and TACs	In Progress	OEHHA, CARB, and the Air District had several meetings to discuss agency work with connection to the intent of H 6.2. Each agency has ongoing work advancing this action either directly or in support of its larger goal. <u>OEHHA Update</u> OEHHA will investigate the potential for integrating health risks associated with CAPs and TACs; as well as cumulative exposures to chemical and nonchemical stressors. This may involve creating better quality and more comprehensive health guidance values (through state regulations such as AB 2851: Fenceline Monitoring), support materials for HRAs, and advancing risk assessment methodology beyond traditional risk assessment methods (e.g, cumulative impacts assessment*). OEHHA gave a presentation to Bay Area Air District to share interim results from an ongoing OEHHA/UCSF systematic review to quantify the role of psychosocial stressors in shaping susceptibility to adverse health effects of key chemicals (namely, lead (Pb), particulate matter, and organophosphate chemicals). Interim results indicate an increased effect of chemicals on neurodevelopment in populations of lower socioeconomic status, compared to more advantaged/privileged populations. The review results are expected to be finalized in the early Fall 2026, along with recommendations for quantitatively incorporating non-chemical stressors into cumulative risk and impact assessments. National Academies of Sciences, Engineering, and Medicine (NASEM), State-of-the-Science and the Future of Cumulative Impact Assessment. October 2025. https://www.nationalacademies.org/projects/DELS-BEST-23-04. OEHHA has made some progress investigating the potential for integrating health risks associated with CAPs and TACs; as well as cumulative exposures to chemical and nonchemical stressors. Progress includes the following: (1) advancing risk assessment methodology beyond traditional risk assessment methods (e.g, systematic review of nonchemical stressors, scientific participation in the National Academies State-of-the-Science of Cumulative Impacts Assessment), (2) solidifying relationships with UC researchers in the areas of exposomics and environmental health sciences (e.g.: dust, wildfires, air sensor technologies, and wearables such as silicone wristbands), and (3) continued engagement with Bay Area AB 617 communities to address community specific concerns in the context of health disparities and cumulative impacts. <u>Air District Advisory Council Update</u> The Air District's Advisory Council, in collaboration with staff and the Community Advisory Council, are in the process of finalizing recommendations for the Board of Directors to help the Air District better address cumulative impacts in permitting new and modified sources of air pollution. In 2025, this work focused on developing a Cumulative Impacts Work Plan and an initial engagement process. Beginning in October 2025 and continuing through 2026, the Advisory Council advanced this work by adopting and refining its Work Plan; holding panel discussions with state and regional agencies and technical experts on cumulative impacts rulemaking, policy, permitting approaches, and risk assessment methodologies, including discussion of OEHHA's cumulative impacts work; and developing its draft recommendations for the Board of Directors. The Advisory Council's recommendations focus on options for advancing risk assessment methodologies and actions to reduce cumulative impacts, including preventative, place-based and region-wide approaches, and more holistic and robust methods for assessing cumulative risk. The Advisory Council is continuing to refine its recommendations based on feedback from staff, the Community Advisory Council and members of the public, with staff suggesting that the Advisory Council aim to bring recommendations to the Board in the first quarter of 2027. <u>CARB Update</u> CARB is looking forward to working with the Bay Area Air District and the PTCA CSC to agendize this topic for discussion and plan for a workshop. CARB requests adequate time to prepare for this topic.	6.2.1: Office of Environmental Health and Hazard Assessment (OEHHA) 6.2.2: CARB 6.2.3: Air District	OEHHA: 30%	Was the action implemented? (Y/N)
H 6.3	Health	More Complete Health Risk Data and HRAs, Including Pollutant Interactions	Improve HRA completeness, quality, and ease of use in permitting decisions	Ongoing	<u>Air District Update</u> The Air District published its 2022 CEQA Guidelines and Appendices. Appendix E, "Recommended Methods for Screening and Modeling Local Risks and Hazards," provides a stepwise approach for implementing Health Risk Assessments in the CEQA context. The Air District continues to update screening tools to support CEQA practitioners, including the Stationary Source Screening Tool, which can be found here: https://experience.arcgis.com/experience/89ba715c4dc7427f85e2d2fc5b8175ff/page/Stationary-Source-Screening-Tool?draft=true	6.3.1: California Air Resources Board (CARB) 6.3.2: Air District		Use by PTCA jurisdictions' Planning Departments and by Air District for all governments in their jurisdiction.

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
LU 1.1	Land Use	Land Use	Support Envision CCC 2040, and Other General Plan and Zoning Updates	Ongoing	Contra Costa County adopted the Contra Costa County 2045 General Plan on November 5, 2024. This General Plan contains new EJ, Sustainability and Health policies. The General Plan also includes a master index/list of referenced prior policies.	Air District		
LU 1.2	Land Use	Land Use	Community-Informed Amortization	In Progress	City of Richmond Update *RMC 15.04 prohibiting storage and handling of coal and petroleum coke: https://library.municode.com/ca/richmond/codes/code_of_ordinances?nodeId=ARTXVZOSU_CH15.04ZOSURE_SERIES_600GEST_ART15.04.615PRSTHACOPECO *City of Richmond Zoning Ordinance: https://www.ci.richmond.ca.us/3379/Zoning-Ordinance *City of Richmond Revolving Loan Fund for Businesses: https://www.ci.richmond.ca.us/2768/Revolving-Loan-Fund Contra Costa County Update Nonconforming uses will be updated with the Zoning code update. City of San Pablo Update Ongoing. San Pablo has taken a different approach on existing polluting businesses. Rather than amortization, ongoing Code Enforcement efforts occur regularly. Alongside our Code Enforcement team, City staff use existing zoning regulations to enforce any violating businesses and work together towards compliance. The Code Enforcement Department works together with Building and Planning in keeping track and following up on existing and new Code Enforcement cases. The City has also recently adopted a General Plan update that further reduced the total number of industrial-zoned parcels citywide.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 50%	
LU 1.3	Land Use	Land Use	Buffer Zones and/or Overlay Zones	In Progress	Contra Costa County Update Policy HS-P1.5 requires new sources of air pollution that generate significant new air quality impacts or expose sensitive receptors to substantial increases in harmful emissions of TACs to prepare a Health Risk Assessment that identifies appropriate mitigations. Currently there is no overlay zone. City of San Pablo Update San Pablo has an existing Air Quality Health Risk Overlay (Ord. 2015-002 § 3 (Exh. 1)(part), 2015) that extends along the I-80 corridor. Staff has recently updated the overlay to allow affordable housing development within the overlay zone as a measure to faciltate housing production in the City as part of its Housing Element update. Updated Ordinance adopted April 20, 2026.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 80%	
LU 1.4	Land Use	Land Use	Site Development Standards and Conditions of Approval	In Progress	Contra Costa County Update The North Richmond Land Use Matrix does not permit the use of fulfillment centers, parcel hubs, and parcel sorting facilities. There are Conditions of Approval requiring fleets to transition into all electric fleets within 4 years. City of San Pablo Update Ongoing. Site development standards and conditions of approval to protect against air pollution exposure and reduce emissions are regularly applied to new development applications reviewed in San Pablo. The City of San Pablo has adopted the most recent CA Building Codes; including the CA Green Building Code which includes Residential Mandatory Measures including pollutant control for all new development. The Air Quality Health Risk Overlay also includes development standards and conditions of approval that would apply to new developments included within the overlay.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 60%	
LU 1.5	Land Use	Land Use	Zoning Regulations and Business Permitting	In Progress	City of Richmond Update *Current zoning and subdivision: https://library.municode.com/ca/richmond/codes/code_of_ordinances?nodeId=ARTXVZOS *City of Richmond Industrial Safety Ordinance: https://library.municode.com/ca/richmond/codes/code_of_ordinances?nodeId=ARTVIBURE_CH6.43INSA *October 22, 2024 City's ISO Amendment: https://pub-richmond.escribemeetings.com/Meeting.aspx?Id=9a3a8487-2ee8-4b42-918e-2f2b487eb7f1&lang=English&Agenda=Agenda&Item=157&Tab=attachments Contra Costa County Update The North Richmond Land Use Matrix does not permit the use of fulfillment centers, parcel hubs, and parcel sorting facilities. There are Conditions of Approval requiring fleets to transition into all electric fleets within 4 years. City of San Pablo Update Completed. San Pablo's current adopted Zoning Map and Zoning Ordinance includes land use regulations that prevent new polluting uses near sensitive uses, establishes minimum distance requirements and requires conditional use permits. In order to grant a conditional use permit, the new use must be found to not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city. Staff establishes conditions of approval and is proactive in ensuring the conditions are met. San Pablo Zoning Ordinance: https://ecode360.com/45741517	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 100%	

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
M&R 1.1	Marine and Rail	Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities	Regulate Emissions Reductions from Rail *Emission reductions from In Use Locomotive Regulation*	Ongoing	1.1.1: CARB submitted a petition to the U.S. EPA in 2017, and in 2022, the U.S. EPA committed to evaluating locomotive emissions and reconsidering preemption regulations. Despite recommendations from a workgroup in 2024, the U.S. EPA has not acted on CARB's request for In-Use Locomotive Regulation authorization or updated national standards since 2008. CARB is now exploring other measures, including the GO ZERO Program, to reduce locomotive emissions without relying on federal authority. 1.1.2: The Air District continues to follow and tracks updates to statewide regulations.	1.1.1: CARB 1.1.2: Air District		Direct emission reductions (#)
M&R 1.2	Marine and Rail	Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities	Enforce Emissions Reductions for CARB In-Use Locomotive Regulation	Not yet started	California has withdrawn its request for authorization for the In-Use Locomotive Regulation.	California Air Resources Board (CARB)	0%	Was the regulation enforced? (Y/N)
M&R 1.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities	Incentivize ("Find and Fund") Emissions Reductions	Ongoing	The Air District has a longstanding heavy-duty equipment replacement program that offers incentives for cleaner locomotives. In response to the PTCA, the Air District is building a program specific to the Port of Richmond area that will launch within the next year. As part of this new program, the Air District has been conducting outreach specific to locomotive operators at and around the Port of Richmond. The goal of this outreach is to find and fund projects that change diesel locomotives to hybrid or electric. So far during the term of the PTCA CERP, no projects have been identified and undertaken within the plan boundary. At present, operators are still looking for hybrid and electric locomoative technology options that can perform their work. The Air District remains committed to moving non-diesel locomotive projects forward with these rail operators as soon as possible. For more detail about our heavy duty equipment replacement, please see our webpage at https://www.baaqmd.gov/funding-and-incentives/funding-sources/carl-moyer-program.	Air District	50% complete. (Program is established and offers incentives, but projects are yet to be identified.)	Direct emission reductions (#)
M&R 1.4	Marine and Rail	Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities	Conduct Further Study related to programs and/or regulations related to Marine and Rail	Not yet started	As this is a multi-part action with various implementers and tasks identified, it is currently designated as Not Yet Started. However, with respect to one of the tasks in this action, exploration of an indirect source rule (ISR), please see Action Mobile 1.4 for a status update on that effort.	Air District	0%	
M&R 1.5	Marine and Rail	Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities	Conduct Education and Outreach Efforts to Marine and Rail operators to align their business plans with PTCA Plan strategies	Not yet started	The Air District hired a Health Officer in Q3 2026. Public Affairs and the Health Officer will work together on how to best convey to the public the health impacts from marine and rail sources and will assess opportunities to provide this information to operators to inform their business operations and plans.	Air District CARB	0%	Outreach events held per year (#)
M&R 2.1	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Regulate Emissions Reductions for OGVs At Berth	Ongoing	The State's At Berth Regulation mandates emission reductions from Ocean Going Vessels at California ports by using CARB-approved strategies, like shore power and capture and control, or an alternative compliance option. Since 2014, container, cruise, and refrigerated cargo vessels have complied. New requirements for auto carriers and tankers started in 2025 for Southern California and 2027 for Northern California. CARB has approved several capture and control systems for all regulated vessel types, and new alternative compliance options continue to test and apply for approval, while compliance rates in 2024 exceeded 95%. All terminal and port plan submissions are available on CARB's website, including Chevron Richmond's compliance plans. The Air District is tracking CARB's implementation of the At Berth Regulation.	2.1.1 and 2.1.2: CARB 2.1.3: Air District		Direct emission reductions (#)
M&R 2.2	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Enforce Emissions Reductions for OGVs	Ongoing	CARB does not have any inspections to report for 2024. In 2025, there were 9 inspections completed finding 100% compliance.	California Air Resources Board (CARB)		See M&R 1.2
M&R 2.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Incentivize ("Find and Fund") Emissions Reductions	Ongoing	The Air District can offer funding for infrastructure that charges electric vehicles or supplies alternative power when equipment is docked at a warehouse or at a portside berth. (For example, shorepower allows ocean-going vessels (OGVs) to turn off auxiliary diesel engines used to provide on-board power for their operational systems and living quarters.) In response to the PTCA, the Air District is building a program specific to the Port of Richmond area that will launch within the next year. As part of this program, the Air District has been working with the City of Richmond and other operators around the Port of Richmond to identify shorepower opportunities. The goal of this outreach is to find and fund projects that allow ships to use electricity while at docks or to control their emissions. During Year 2, no new projects have been identified within the plan boundary and no new progress has occurred with existing contracted projects. In Year 1, a project was contracted for shorepower at the Port of Richmond ($2.6 million, 3.9 tons NOx reductions). The Air District remains committed to moving these types of projects forward as soon as possible. For more detail about our heavy duty equipment replacement, please see our webpage at https://www.baaqmd.gov/funding-and-incentives/funding-sources/carl-moyer-program.	Air District	50% complete. (Program is established and offers incentives, but projects are yet to be identified.)	See M&R 1.3

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
M&R 2.4	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Conduct Further Study	Not yet started	See M&R 1.4	Air District	0%	See M&R 1.4
M&R 2.5	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Conduct Education and Outreach Efforts	Not yet started	Not yet started	Air District	0%	See M&R 1.5
M&R 2.6	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Regulate Emissions Reductions for OGVs In Transit	In Progress	CARB Update In December 2022, CARB's Interim Evaluation report of the At Berth Regulation emphasized the need to reduce emissions from OGVs during transiting, maneuvering, and anchoring in California's ports. CARB staff are exploring various measures, including cleaner engines, fuels, and operational requirements, to achieve these reductions. A public workshop in December 2024 initiated the rulemaking efforts for the In-Transit Regulation, with further workshops planned and the regulation expected to be presented to the Board in 2028. Air District Update The Air District is tracking CARB's At Berth Regulation.	California Air Resources Board (CARB)	10%	Was a regulation adopted (Y/N)
M&R 3.1	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Regulate Emissions Reductions from CHC *Emission reductions from CHC regulation*	Ongoing	CARB Update The Commercial Harbor Craft (CHC) Amendments were adopted in 2022 and became effective January 2023 (2022 Amendments). In January 2025, the U.S. Environmental Protection Agency (EPA) granted partial authorization of the CHC Regulation, pursuant to the Clean Air Act, excluding: (1) the zero-emission and advanced technology requirements for in-use short-run ferries; and (2) certain emission standards for in-use engines and vessels following expiration of feasibility extensions. CARB subsequently withdrew its request for these two elements and is not currently enforcing them. At this time CARB does not anticipate further amendments. Air District Update The Air District is tracking CARB's Commercial Harborcraft Regulation.	3.1.1: CARB 3.1.2: Air District		Direct emission reductions (#)
M&R 3.2	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Enforce Emissions Reductions for CHC	Ongoing	For 2024 and 2025, CARB reports that there were no CHC inspections.	California Air Resources Board (CARB)	CARB to submit	See M&R 1.2
M&R 3.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Incentivize ("Find and Fund") Emissions Reductions	Ongoing	The Air District has a longstanding heavy-duty equipment replacement program that offers incentives for cleaner marine vessels like ferries, tugboats, and commercial fishing vessels. (Ocean-going vessels like auto carriers are different vessels and are not suited for our incentive programs.) The Air District is conducting specific outreach with marine vessel operators operating in the PTCA area, with the goal of identifying and developing projects that change diesel equipment to hybrid or electric. During Year 2 of PTCA implementation, the Air District used $787,500 in funds to accelerate replacement of older diesel engines in a tugboat with two cleaner engines that will reduce 19.3 tons combined of NOx, ROG, and PM emissions. Cumulatively since approval of the PTCA Plan, the Air District has provided $972,000 in funding for projects that accelerate replacement of two older diesel engines in a commercial fishing vessel and replacement of two older diesel engines in a tugboat with lower-emitting technology. In total, these projects are expected to reduce 19.9 tons of combined emissions within the plan boundary. For more detail about our heavy duty equipment replacement, please see our webpage at https://www.baaqmd.gov/funding-and-incentives/funding-sources/carl-moyer-program.	Air District	50% complete. (Program is established and offers incentives.)	See M&R 1.3
M&R 3.4	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Conduct Further Study	Not yet started	See M&R 1.4	Air District	0%	See M&R 1.4
M&R 3.5	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Conduct Education and Outreach Efforts	Not yet started	Not yet started	Air District	0%	See M&R 1.5

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
M&R 4.1	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Regulate Emissions Reductions from CHE	In Progress	This action is a CSC Year 2 Priority for Engagement. CARB Update CARB is beginning the rulemaking process for amendments to the CHE rule. While no formal documents or outreach efforts have been completed yet, CARB is finalizing its CHE technology assessment which evaluates the commercial availability and operational feasibility of zero-emission CHE. The results will be used to determine next steps. Additionally, CARB is participating in site visits with CHE experts. Air District Update The Air District is tracking CARB's CHE amendments process.	4.1.1: CARB 4.1.2: Air District	10%	Direct emission reductions (#)
M&R 4.2	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Enforce Emissions Reductions for CHE	Ongoing	For 2024 and 2025, CARB reports that there were no CHE inspections.	California Air Resources Board (CARB)		See M&R 1.2
M&R 4.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Incentivize ("Find and Fund") Emissions Reductions	Ongoing	The Air District continues to offer incentives for cleaner cargo handling equipment through its longstanding Heavy-Duty Equipment Replacement Program. During Year 2 of the PTCA CERP, the Air District awarded three grants totaling approximately $527,000 to replace older diesel cargo-handling equipment with lower-emitting alternatives within the PTCA area. Cumulatively since approval of the PTCA Plan, the Air District has awarded nine grants and provided $2.05 million in funding to accelerate replacement of equipment and reduce 8.8 tons of combined emissions within the Plan boundary. For more detail about our heavy duty equipment replacement, please see our webpage at https://www.baaqmd.gov/funding-and-incentives/funding-sources/carl-moyer-program.	Air District	75% complete. (Programs are established and offer incentives.)	See M&R 1.3
M&R 4.4	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Conduct Further Study	Not yet started	See M&R 1.4. Also see M&R 4.1, with respect to study and analysis of zero emission technology for Cargo Handling Equipment.	Air District	0%	See M&R 1.4
M&R 4.5	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Conduct Education and Outreach Efforts	Not yet started	Not yet started	Air District	0%	See M&R 1.5
M&R 5.1	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations	Regulate Emissions Reductions from Cumulative Impact Facilities and Operations	In Progress	5.1.1: BNSF Railway is currently a Rule 11-18 Phase 2 facility, which is a lower priority than the Phase 1 facilities in the PTCA area. 5.1.2: See Mobile 1.4 for status.	Air District		Has Air District investigated the feasibility and approach for a Bay Area Indirect Source Rule? (yes/no) Has a Bay Area Indirect Source Rule been passed? (yes/no) Has Rule 11-18 been implemented at any marine and rail facilities listed above? (indicate implementation milestone reached)
M&R 5.2	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations	Identify opportunities to reduce emissions from on-site mobile and stationary equipment at railyards and ports	Not yet started	Not yet started	California Air Resources Board (CARB)	0%	See M&R 1.2 for defining what hubs need enforcement prioritized
M&R 5.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations	Incentivize ("Find and Fund") Emissions Reductions	Ongoing	The Air District offers incentives to replace equipment that operates at warehouses, bus depots, or similar cumulative impact facilities as part of its longstanding Heavy-duty Equipment Replacement Program. However, a list of cumulative impact facilities has not yet been defined in this CERP under this action. For this reason, all heavy-duty equipment projects are being reported under Mobile 5.2 instead.	Air District	0%	See M&R 1.3 for opportunities to explore the feasibility and availability of incentives as a mechanism for change
M&R 5.4	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations	Conduct Further Study	Not yet started	See M&R 1.4	Air District	0%	See M&R 1.4

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
M&R 5.5	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations	Conduct Education and Outreach Efforts	Not yet started	The Air District will develop a communications and outreach plan and materials.	Air District CARB	0%	See M&R 1.5
M&R 5.6	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations	Identify opportunities to reduce emissions from on-site mobile and stationary equipment at railyards and ports	Not yet started	Air District Update Not Yet Started. Air District will generally track CARB's Cargo Handling Equipment amendments (see M&R 4.1). CARB Update CARB is continuing to develop and refine concepts to increase the use of zero-emission truck and non-truck transport refrigeration units (TRU Part 2). Non-truck TRUs include trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU generator sets. Initial concept development workshops were held in November 2023 and May 2024. Staff are assessing the timing for the next concept development workshops and hosted an informational update workshop on TRU Part 2 in July 2025.	Air District	0%	Did Air District evaluate the potential for stronger CHE requirements, and were those amendments incorporated into the regulation? (yes/no)
Mobile 1.1	Mobile	Truck-Attracting Businesses	Model and Map Freight Activity. Model and map daily freight trip activity for commercial and industrialized businesses in the PTCA area.	Not yet started	Not yet started	Air District	0%	Estimate of the emissions/exposure from existing freight
Mobile 1.2	Mobile	Truck-Attracting Businesses	Model Policy/Ordinance for Low to Zero Emission Operations. Develop and disseminate a model policy/ordinance for reviewing and approving truck-attracting businesses, incorporating current best practices to achieve low to zero emission operations.	In Progress	The Air District is continuing work on the development of a local model ordinance for truck-attracting businesses.	Air District	30%	Was a model policy/ordinance developed? (Y/N) Was a model policy/ordinance adopted by a local jurisdiction? (Y/N)
Mobile 1.3	Mobile	Truck-Attracting Businesses	Truck-Attracting Businesses. In coordination with CARB, local, and regional agencies, review policies and assess opportunities to require and/or encourage truck-attracting businesses to incorporate zero emission operations. This would include electrifying loading docks, trucks, and TRUs and incorporating EV capable/ready infrastructure for all vehicle classes visiting the facility.	In Progress	As part of an effort to support local governments, the Air District is finalizing a review of best practices and recent plans and policies and assessing opportunities for incorporating zero emission operations and related infrastructure in land use decisions. The findings and recommendations will be shared with local governments as part of updated guidance.	Air District	80%	Was a policy review completed and opportunities identified for stricter emission requirements? (Y/N)
Mobile 1.4	Mobile	Truck-Attracting Businesses	Magnet Source Rule. Air District will study feasibility and approach for a Bay Area Indirect Source (Magnet Source) Rule	In Progress	Following staff presentations on indirect sources delivered to the Air District Board of Director's Stationary Source Committee (SSC) in March 2024, September 2024, November 2024, and March 2025, the Air District published a warehouse indirect source rule concept paper in April 2026, with a public comment period open until June 2026. See the warehouse indirect source landing page here: https://www.baaqmd.gov/en/rules-and-compliance/rule-development/warehouse-ISR Staff presented the concepts and stakeholder feedback to the SSC in June 2026. The committee asked staff to prepare a regulatory overview to present to the full Board of Directors in October 2026 before continuing with further rulemaking. The Air District also discussed indirect sources at a dedicated PTCA topical meeting on July 27, 2026.	Air District	20%	Has Air District investigated the feasibility and approach for a Bay Area Indirect Source Rule? (Y/N) Has a Bay Area Indirect Source Rule been passed? (Y/N)
Mobile 2.1	Mobile	Prioritize Air Quality Benefits of Traffic Calming and Other Safety Improvements on Local Streets and Freeways	Criteria for Safety and Air Quality Projects. Develop and propose criteria for safety improvements and air quality projects.	Not yet started	Not yet started	Air District	0%	Have criteria linking safety improvements, inefficient transportation infrastructure, and air quality projects been developed? (Yes/No - provide details in narrative update)

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
Mobile 2.2	Mobile	Prioritize Air Quality Benefits of Traffic Calming and Other Safety Improvements on Local Streets and Freeways	Identify Areas at Intersection of Safety and Air Quality. Use data to identify areas with high air pollution exposure, unmaintained transportation infrastructure, and areas in need of increased road safety to prioritize traffic calming projects. This could include bike lanes and road diets.	Not yet started	Not yet started	Air District	0%	Was a project proposed and implemented using data to identify areas with high air pollution exposure, inefficient transportation infrastructure, and in need of increased road safety, to prioritize traffic calming projects?
Mobile 2.3	Mobile	Prioritize Air Quality Benefits of Traffic Calming and Other Safety Improvements on Local Streets and Freeways	Funding. Seek public funding sources (e.g., state and federal grants) for road infrastructure improvements.	Not yet started	Not yet started.	Air District	0%	List of funding sources and proposed dollar amount identified for traffic improvements
Mobile 2.4	Mobile	Prioritize Air Quality Benefits of Traffic Calming and Other Safety Improvements on Local Streets and Freeways	Best Management Practices for Construction. Encourage transportation construction projects employ best management practices that reduce emissions, such as use of low to zero emission equipment and dust control measures.	Ongoing	The Air District continues to provide best practice recommendations to CEQA projects and maintains a list of best practices in the 2022 CEQA Guidelines. For construction-related criteria air pollutants, the Air District recommends implementating all the Air District's best management practices for fugitive dust (see 2022 CEQA Guidelines, Chapter 5, Table 5-2) and measures to reduce exhaust emissions including using zero emission, hybrid, or highest-tier on- and off-road construction equipment; using cleaner fuels and grid power whenever possible; and limiting idling (see 2022 CEQA Guidelines Section 6.3 Construction-Related GHG Emissions). CARB staff continues to work on the Tier 5 rulemaking to establish more stringent standards and test procedures for new, off-road compression-ignition (CI) engines to reduce NOx, PM, and carbon (CO_2) emissions for all off-road engine power categories (including those that do not currently utilize exhaust after-treatment such as diesel particulate filters (DPF) and selective catalytic reduction (SCR)). CARB publicly released the draft potential Regulation Order and Test Procedures and held a fourth public workshop in February 2026.	Air District		Have Air District Planning staff kept best management practices (BMPs) for construction current and disseminated to the public on a regular basis? (yes/no)
Mobile 3.1	Mobile	Multi-Jurisdictional Truck Management Plan	Initial Truck Management Plan Assessment. Prepare an initial feasibility assessment and needs analysis for the TMP. This will include input from communities impacted by truck parking, truck movement and safety, truck signs and communication, current truck routes and truck route enforcement.	In Progress	AB 98, enacted in 2024 and subsequently clarified by SB 415 (2025), establishes certain statewide requirements for truck routing associated with new and expanded logistics use developments. Prior to issuance of a certificate of occupancy, a facility operator must prepare, and submit for local approval (by a city, county, or city and county) a truck routing plan that identifies routes between the facility and the state highway system, based on the jurisdiction's adopted truck route map. The facility operator is responsible for implementing and enforcing the approved truck routing plan. Cities and counties (except for jurisdictions in a warehouse concentration region) to update their Circulation Elements by January 1, 2028 to identify and establish truck routes, including routes designed to reduce travel through residential areas and concentrations of sensitive receptors, where feasible. Jurisdictions must also identify truck parking and idling facilities, post signage indicating the location of established truck routes, and make truck route information publicly available through a geographic information system (GIS) or similar platform. SB 415 refined implementation of these requirements by clarifying definitions, exemptions, and applicability provisions related to logistics use developments, while retaining the core truck routing and circulation planning framework established by AB 98. Potential for a comprehensive Truck Management Plan for the PTCA area still needs analysis.	Air District		Was an initial feasibility commissioned for a TMP? Yes - List Findings No - Discuss next steps

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
Mobile 3.2	Mobile	Multi-Jurisdictional Truck Management Plan	Create a TMP. After completion of the initial assessment, create a robust, community-informed TMP, alongside WCCTAC, that considers establishing new truck-prohibited streets and new truck routes across jurisdictions; assesses an off-hours deliveries program to reduce overall truck congestion; designates urban freight parking and time zones, and establishes clean last-mile delivery options; enhances citywide truck signage for wayfinding; and educates business owners and residents about the air quality and health benefits of routing and parking laws.	Not yet started	City of San Pablo Update Not yet started. In 2015, the City of San Pablo approved designated truck routes but we currently do not have a truck management plan.	City of Richmond, City of San Pablo, Contra Costa County, West Contra Costa Transportation Advisory Committee (WCCTAC)	0%	Has a process for a TMP been created with WCCTAC? (Y/N) Yes - discuss progress, next steps, and outcomes No - discuss next steps
Mobile 4.1	Mobile	Equitable Street Sweeping	Street Sweeping Study. Work with local jurisdictions and Air District staff on a study to identify which PTCA areas would benefit most from street sweeping initiatives, while ensuring equitable outcomes for communities that have historically suffered from divestment.	In Progress	The Air District is tracking results from an ongoing road dust study in West Oakland. Final results are anticipated by the end of 2026. Once results are reviewed the Air District will be able to consider recommendations for road dust-related strategies in the PTCA area.	Air District	25%	Have local jurisdictions and Air District completed a study or white paper on equitable street sweeping? Yes - discuss progress, next steps, and outcomes No - discuss next steps
Mobile 4.2	Mobile	Equitable Street Sweeping	Implement Enhanced Street Sweeping Program. With support from the CSC and Air District, local governments implement enhanced street sweeping programs in Plan neighborhoods that will benefit most.	In Progress	City of Richmond and Contra Costa County Updates Not yet started. Dependent on the outcomes of Mobile 4.1 City of San Pablo Update Ongoing. The City of San Pablo currently has a complete and equitable street sweeping program with sweeping on minor streets 2x a month and major corridors 4x a month. No additional street sweeping is recommended at this time. A proactive approach to improve the existing street sweeping program is to ensure that street sweepers are properly cleaning the streets by making sure they are going at the correct slow speed to collect all refuse. In addition, San Pablo has an ongoing program through the Police Department that aims to educate the public on parking on sidewalks, front lawns, and removing unused cars and other blighting debris.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 50%	Have equitable street sweeping programs been implemented? (Y/N)
Mobile 4.3	Mobile	Equitable Street Sweeping	Street Sweeping Program Feedback. After implementing equitable street sweeping, convene a working group to evaluate successes, challenges, and opportunities.	Not yet started	City of Richmond and Contra Costa County Updates Not yet started. Dependent on the outcomes of Mobile 4.1 and the implementation of Mobile 4.2 City of San Pablo Update Ongoing. The City of San Pablo currently has a complete and equitable street sweeping program with sweeping on minor streets 2x a month and major corridors 4x a month. No additional street sweeping is recommended at this time. A proactive approach to improve the existing street sweeping program is to ensure that street sweepers are properly cleaning the streets by making sure they are going at the correct slow speed to collect all refuse. The City continues to conduct public outreach regarding the Street Sweeping Program through multiple channels. There is an ongoing program through the Police Department that aims to educate the public on parking on sidewalks, front lawns, and removing unused cars and other blighting debris. The City also posts (on its website and on social media) the street sweeping schedule for each year along with a phone number to contact regarding concerns or questions. In addition, San Pablo residents are able to provide feedback on the Program using the City GoGov (Reach San Pablo) app.	City of Richmond, City of San Pablo, Contra Costa County	Working group: 0% City of San Pablo: 50%	If identified, has equitable street sweeping been implemented in any newly prioritized neighborhoods(yes/no)?
Mobile 5.1	Mobile	Supporting Transition to Clean Fleets	Clean Fleet Enforcement. Investigate how municipal governments can coordinate with CARB on clean fleet enforcement.	Not yet started	CARB Update California has withdrawn its request for a waiver and authorization for the addition of the Advanced Clean Fleets Regulation to its emissions control program.	California Air Resources Board (CARB)	0%	CARB enforcement reporting

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
Mobile 5.2	Mobile	Supporting Transition to Clean Fleets	Heavy-Duty Vehicle Support. Support heavy-duty vehicle transition to cleaner fleets through incentives, education, and outreach. Includes school buses.	Ongoing	The Air District offers financial incentives to replace medium and heavy-duty on-road trucks, school buses, transit buses, transportation refrigeration units (TRUs), and other off-road mobile equipment to the cleanest available technology, and to support alternative fueling infrastructure, including green hydrogen, and battery-charging. (Note: information provided here is for equipment that is not already included under M&R 1.3 (rail), 2.3 (ocean-going vessels), 3.3 (commercial harborcraft), 4.3 (cargo handling equipment), and 5.3 (cumulative impact facilities).) There were no new projects in this category contracted during Year 2. Cumulatively since approval of the PTCA Plan, the Air District has used $4.9 million in incentives to accelerate replacement of older diesel equipment and reduce 26.4 tons of emissions within the Plan boundary. The Air District has developed a new program that will provide owners of small fleets with an easy-to-use voucher to replace older diesel trucks with electric trucks. This program is expected to launch in fiscal year 2026-27 (Year 3 of PTCA Implementation).	Air District	75% complete. (Program is established and offers incentives.) *Projects reported under this action are heavy-duty equipment projects not reported under actions M&R 1.3, 2.3, 3.3, 4.3, and 5.3.*	Incentive funds awarded and emission reduction estimates
Mobile 5.3	Mobile	Supporting Transition to Clean Fleets	Light-Duty Vehicle Support. Support light-duty vehicle transition to cleaner fleets through incentives, education, and outreach.	Ongoing	The Air District has two vehicle retirement and replacement programs. One is the Clean Cars for All Program, which offers up to $12,000 to income-qualified residents for retirement of an older vehicle and replacement with a cleaner vehicle or mobility option (e.g., public transit or electric bicycles). The other is the Vehicle Buy Back program, which offers $2,000 to any Bay Area resident who retires an operating, older vehicle -- no replacement required. During Year 2 of the PTCA CERP, the Air District has provided $569,500 in incentive funding to accelerate the retirement and/or replacement of 100 older passenger vehicles. Cumulatively since approval of the PTCA Plan, the Air District has contracted $1.19 million in funding, expected to reduce 6.15 tons of combined emissions within the Plan boundary. For more detail about Clean Cars for All, please see the program webpage at https://www.baaqmd.gov/Funding-and-Incentives/Residents/Clean-Cars-for-All. For more information about Vehicle Buy Back, please see the program webpage at https://www.baaqmd.gov/Funding-and-Incentives/Residents/Vehicle-Buy-Back-Program. For more information about Charge!, please see the program webpage at https://www.baaqmd.gov/funding-and-incentives/businesses-and-fleets/charge.	Air District	75% complete. (Program is established and offers incentives.)	Incentive funds awarded and emission reduction estimates
Mobile 6.1	Mobile	Public Transit, Bike, and Pedestrian Infrastructure	Zero Emission Bus Fleets by 2040. Complete transition to all-electric hybrid and/or hydrogen bus fleet on all routes within the PTCA area by 2040.	Ongoing	Air District Update Bus fleets are transitioning towards zero emissions and the Air District's Strategic Incentives Division continues to support this effort through operation of the Heavy-Duty Equipment Replacement program, which will reopen, tenatively in late 2026 or early 2027.	Transit operators, e.g., AC Transit, WestCAT, Vine, Sol Trans, Golden Gate Transit + School Districts		# of new clean buses deployed in PTCA area
Mobile 6.2	Mobile	Public Transit, Bike, and Pedestrian Infrastructure	Bike and Scooter Share Stations. Advocate for affordable bike and scooter-share stations in the most impacted communities within the PTCA area.	Not yet started	Not yet started	Community Steering Committee (CSC)	0%	List of most impacted areas in Plan communities, and # of new bike and scooter-share stations added, if applicable
Mobile 6.3	Mobile	Public Transit, Bike, and Pedestrian Infrastructure	Expanding Micro-Transit. Expand micro-transit and advocate for a permanent program building on the existing Richmond Moves initiative.	In Progress	In 2024, Transform submitted an application to the CARB Cycle 5 Community Air Grant for a project that would support the implementation of mobile strategies 6.2, 6.3, and 6.4. The Air District provided a Letter of Support. The application was not chosen in this round of funding, however there is potential for a future application should another grant funding cycle open. Additionally, Richmond Moves coverage area has expanded twice since 2024: https://richmondstandard.com/community/2025/05/02/richmond-moves-to-expand-service-to-district-4/. The CSC will continue to support funding opportunities through Clean Mobility Options and other related state programs.	City of Richmond		Has a permanent micro-transit program been expanded in the PTCA area? Yes - name of program and description No - next steps for advocacy
Mobile 6.4	Mobile	Public Transit, Bike, and Pedestrian Infrastructure	Funding Transit Operations. Advocate for additional public funding towards transit operations.	Not yet started	Not yet started	Community Steering Committee (CSC)	0%	List of funding sources and approximate dollar amount available for public transit operations
R 1.1	Resource PTCA Implementation	Resource PTCA Implementation	Allocate Dedicated Staff Resources to CSC Early Priorities	Completed	The Year 1 Implementation Plan for PTCA was finalized in December 2025. The creation of the first implementation plan allowed the Air District to identify early resource needs in time to inform annual Air District budget planning. The plan is available at https://www.baaqmd.gov/~/media/files/ab617-community-health/richmond/2024/implementation-plan/final_ptca-year-1-implementation-plan-pdf.pdf?rev=416940d72d4b4aac9867c5d56ea2297&sc_lang=en	Air District	100%	Resources dedicated to early CSC implementation priorities

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 2 Status	Qualitative Update	Action Implementer	Percent (%) Complete	Metric
R 1.2	Resource PTCA Implementation	Resource PTCA Implementation	Co-develop and implement an annual Implementation Plan	Ongoing	This action is a CSC Year 2 Priority for Engagement. The CSC provided feedback on Year 2 Action priorities and levels of engagment in Q3 of 2025. Additionally, an updated implementation framework - designed to maximize CSC impact by diversifying the ways the CSC participates in and leads implementation - was developed. The PTCA Year 2 Implementation Plan was finalized in October 2025. Annual reporting occurs on a ongoing basis every October (with the Year 1 Annual Report submitted in October 2025). Implementation Planning is ongoing as well.	Air District		Annual Implementation Plan; Annual report to Board on successes and challenges.
R 1.3	Resource PTCA Implementation	Resource PTCA Implementation	Engage with the Air District on Annual Budget Planning	Ongoing	PTCA's implementation planning process provides a roadmap for the Air District and CSC, helping action implementers get on the same page about priorities, expectations, and next steps. The Year 1 and Year 2 Implementation Plans have served as valuable inputs for determining resource needs and budget planning. Future implementation plans will function in the same manner.	Community Steering Committee (CSC)		Inclusion of PTCA Plan implementation resource needs in annual budget recommendation to the Board
R 1.4	Resource PTCA Implementation	Resource PTCA Implementation	Engage with Air District on Strategic Planning	Ongoing	This is a CSC-Led Action. PTCA input was incorporated into development of the Air District's Strategic Plan. This was accomplished via CSC engagement as well as through creation of the Year 1 Implementation Plan. Several CSC members attended one of the public webinars for the Strategic Plan development and engaged during the public comment period. On an ongoing basis, each year's PTCA implementation plan (Year 1 and Year 2 so far) functions to provide information for the Air District to use during Strategic Plan implementation.	Community Steering Committee (CSC)		Inclusion of PTCA Plan implementation and community priorities in Strategic Plan
UG 1.1	Urban Greening	Urban Greening	Plant Street Trees and Vegetation in Priority Neighborhoods	Not yet started	In 2026, the CIO opened applications for its Local Community Benefits Fund. This is a potential opportunity for community greening projects in the Path to Clean Air area. Further funding sources for street trees and vegetative buffers in the Path to Clean Air CERP area are yet to be identified. No known advocacy efforts have been identified.	Air District	0%	Has a tree and vegetation planting program been implemented throughout the PTCA area?
UG 1.2	Urban Greening	Urban Greening	Education and Funding Opportunities	Not yet started	The Air District's Bay REPAIR Local Community Benefits Fund includes urban greening, including tree planting, as an eligible grant category, supporting implementation of this action.	Community Steering Committee (CSC)	0%	Have there been grants received to support urban greening initiatives? List these and the dollar amount
UG 1.3	Urban Greening	Urban Greening	Require New Development to Include Vegetative Buffers	In Progress	<u>City of Richmond Update</u> *City of Richmond Adopt-a-Tree Program: https://www.groundworkrichmond.org/adopt-a-tree.html *Transformative Climate Communities Grant Richmond Rising Project includes tree planting project (Bosque del Barrio): https://richmondrisingca.org/ *Urban Greening Master Plan:https://www.ci.richmond.ca.us/DocumentCenter/View/42026/Richmond-Urban-Greening-Master-Plan-April-2017?bidId= <u>Contra Costa County Update</u> A Development Plan, a Land Use Permit or other general planning applications require a Landscape Plan. This is referred in the North Richmond Design Guidelines and General Plan. Additionally, Contra Costa County was awarded $750,000 through the California Office of Land Use and Climate Innovation Extreme Heat and Community Resilience Program to develop an Urban Forest Management Plan. <u>City of San Pablo Update</u> Ongoing. San Pablo has a Landscaping Ordinance within the Zoning Ordinance that requires new development to include vegetative buffers. It does not include incentives for additional landscaping but that is something the City is interested in promoting. The City also complies with the Water Board's MWELO reporting each year. In additon, Housing Element Action Plan includes Program 4-J: Increase Access to Environmental Opportunity, also includes a policy to establish a community-based tree planting program in collaboration with local non-profit groups.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 80%	Have there been any changes to city regulations that promote urban greening for new development?

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Appendix 1A: PTCA Action Tracker								
Action #	**Community Concern Thematic Area**	**Strategy Name**	**Short Action Description***	**Year 2 Status**	**Qualitative Update**	**Action Implementer**	**Percent (%) Complete**	**Metric**
UG 1.4	Urban Greening	Urban Greening	Green Workforce Development	Ongoing	<u>City of Richmond Update</u> *Richmond Green Blue New Deal Opportunities Report: https://www.ci.richmond.ca.us/4138/Green-Blue-New-Deal-Opportunities *Transformative Climate Communities Grant Richmond Rising Project includes strategies for workforce development and hiring within the Project Area: https://richmondrisingca.org/ <u>Contra Costa County Update</u> The Contra Costa County Green Business Program focused on small and medium sized business to find ways to minimize their impact on the environment. At times, the Economic Development Division has assisted the Program with finding small businesses within the unincorporated area that may be eligible for the green business certification and/or other certifications which would give them access to certain type of funding opportunities. Outside of that, the Economic Development Division staffs the Green Empowerment Zone which is focused on bringing in clean energy businesses which would generate jobs within that sector. <u>City of San Pablo Update</u> San Pablo is open to collaborating with Urban Tilth or other community groups and members for jobs in the green workforce. San Pablo Economic Development Corporation (EDC) refers people in their workforce development program to green construction jobs through Rising Sun Center for Opportunity, GRID Alternatives, and MCE. In addition, the San Pablo Neighborhood Champions Program is a paid community-driven initiative designed to empower residents to take an active role in enhancing the beauty and cleanliness of San Pablo. These neighborhood champions serve as dedicated community liaisons for the San Pablo Shines beautification outreach campaign, focusing their efforts on revitalizing Old Town and achieving three primary objectives: *Reduce Illegal Dumping: Combat the excessive illegal dumping that plagues our San Pablo neighborhoods by raising awareness and implementing proactive measures. * Increase City's Free Waste Disposal Program Awareness: Inform residents about the wealth of existing community programs and resources available in San Pablo. *Foster Civic Pride: Cultivate a sense of pride among residents, inspiring them to actively participate in maintaining a litter-free and vibrant city.	City of Richmond, City of San Pablo, Contra Costa County	City of San Pablo: 50%	How many people have been trained and hired into green workforce development programs?

*See Appendix A of PTCA Plan for detailed action descriptions: https://tinyurl.com/yc6p3ccf

Appendix 1B:

Emission Benefits and Incentives

Appendix 1B: PTCA Action Tracker - Emission Benefits and Incentives

*Note: The cumulative total is a running total since Plan adoption, adjusted for project changes and drop-off

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description	Year 2 Status	Incentive Description	Year 2 Incentive Amount ($)	Year 2 Projected Emission Reductions (Tons, totals when projects are complete)					Cumulative* Incentives ($, to-date)	Cumulative* Projected Emission Reductions (tons, to-date)				
							NOx	ROG	PM	DPM	Total		NOx	ROG	PM	DPM	Total
H 2.5	Health	Reduce Air Pollution at Home	Reduce exposure to wood burning	Completed	EPA-funded and Air District-funded incentive for replacement or retirement of wood-burning appliances used for home heating.	6,000	0.02	0.00	0.21	0.00	0.23	19,000	0.09	0.00	1.03	0.00	1.12
H 2.6	Health	Reduce Air Pollution at Home	Create incentives for electric lawn and gardening equipment	Ongoing	Carl Moyer and local funds incentive for replacement of combustion lawn and garden equipment with electric alternatives.	127,000	0.70	6.36	0.09	0.00	7.15	127,000	0.70	6.36	0.09	0.00	7.15
H 4.2	Health	Promote Resilience Centers	Ensure resources for high-efficiency air filtration unit distribution and installation programs and support for partnerships to benefit vulnerable populations and places	In Progress	Funding for School and Home Filtration program for Richmond, North Richmond and San Pablo	0	--	--	--	--	--	1,300,000	--	--	--	--	--
M&R 3.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Incentivize ("Find and Fund") Emissions Reductions for CHC	Ongoing	Carl Moyer Program, CAP Incentives, and local funds funded incentive to replace older marine engines with cleaner alternatives.	787,500	16.88	2.11	0.34	0.34	19.33	971,732	17.38	2.17	0.34	0.34	19.89
M&R 4.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Incentivize ("Find and Fund") Emissions Reductions for CHE	Ongoing	A combination of California VW Mitigation Program and Carl Moyer Program funded incentives to replace diesel cargo handling equipment with cleaner alternatives.	527,000	2.57	0.27	0.12	0.12	2.97	2,050,600	8.29	0.36	0.13		8.78
Mobile 5.2	Mobile	Supporting Transition to Clean Fleets	Heavy-Duty Vehicle Support. Support heavy-duty vehicle transition to cleaner fleets through incentives, education, and outreach. Includes school buses.	In Progress	Carl Moyer Program and TFCA funded incentive to replace older diesel vehicles and equipment with cleaner alternatives.	3,318,825	1.36	0.19	0.14	0.14	1.69	4,877,665	22.71	2.28	1.42	1.42	26.42
Mobile 5.3	Mobile	Supporting Transition to Clean Fleets	Light-Duty Vehicle Support. Support light-duty vehicle transition to cleaner fleets through incentives, education, and outreach.	Ongoing	A combination of State and local funding for incentives to retire older passenger vehicles, to replace older combustion vehicles with hybrid and electric alternatives, and to build publicly available networks for passenger vehicle charging.	569,500	1.83	2.06	0.01	0.00	3.89	1,186,845	3.21	3.62	0.01	0.00	6.84
					Totals	**5,335,825**	**23.36**	**10.99**	**0.90**	**0.60**	**35.26**	**10,532,842**	**52.39**	**14.79**	**3.02**	**1.76**	**70.20**

Appendix 2:

PTCA Emissions Management Report Year 2

Emissions Management Report

This Year 2 Emissions Management Report provides an update to the Path to Clean Air (PTCA) Plan (Plan) Year 1 Emissions Management Report. This report provides an overview of the criteria air pollutant (CAP) emissions from stationary sources located at Chevron Refinery and Chevron Bulk Terminal between data reporting year 2021 and data reporting years 2023 and 2024 and an overview of the methodology used to update the 2021 toxic air contaminant emissions inventory for the Chevron Refinery. In addition to Chevron related emissions inventories, this report provides a comparison of emissions between data reporting years 2021, 2023, and 2024 for three Title V facilities within the PTCA community: West Contra Costa County Landfill, Chemtrade West, and Richmond Products Terminal.

In summary, between 2021 and 2024 annual emissions of nitrogen oxides (NO_x), total organic gases (TOG), and sulfur dioxide (SO_2), from the Chevron Refinery and Chevron Bulk Terminal generally decreased, while estimated $PM_{2.5}$ emissions have increased over the same period. Between 2023 and 2024, CO emissions decreased by approximately 32%, primarily due to lower emissions from boilers and process heaters, while NO_x and TOG emissions remained relatively unchanged. In contrast, SO_2 and $PM_{2.5}$ emissions increased by approximately 13% and 16%, respectively, largely driven by higher emissions from the catalytic cracking process. For toxic air contaminants (TACs), the Air District updated the data reporting year 2021 inventory as part of Rule 11-18 implementation. Because these refinements affect the comparability of the inventory across years, this report does not present a year-to-year comparison of TAC emissions; instead, it describes the methodology and key refinements used to improve the accuracy of the 2021 inventory.

Regarding the other Title V facilities, between 2023 and 2024, CO, NO_x, and TOG emissions decreased, largely driven by a decrease in emissions from West Contra Costa County Landfill. SO_2 and $PM_{2.5}$ emissions increased, generally driven by Chemtrade West. The increase in $PM_{2.5}$ emissions at Chemtrade West is largely due to the inclusion of emissions from two cooling towers in the 2024 inventory, which were not included in 2023. Total TAC emissions from these facilities increased, while cancer toxicity-weighted emissions (TWE) and chronic TWE decreased.

Chevron Refinery and Chevron Bulk Terminal

To better understand how the emissions inventory at the Chevron Refinery and Chevron Bulk Terminal changed over time, CAP emissions data from the 2021 PTCA Plan Appendix C were compared against the most recently available inventory. The 2024 California Emissions Inventory Development and Reporting System (CEIDARS) emissions inventory was the most recently available emissions inventory at the time that this report was prepared. Since the submission and finalization of CEIDARS, the Air District has revised the 2024 inventory to account for additional sources that were identified during the review[1], which are reflected in this report. This report includes data for five CAPs and a summary of the revised 2021 TAC emissions inventory developed as part of Rule 11-18 implementation.

Criteria Air Pollutant Emissions

Criteria air pollutants (CAPs) are primary pollutants identified by the Clean Air Act which can be harmful to the environment and public health. The six primary pollutants identified as CAPs include: nitrogen oxides (NOx), sulfur dioxide (SO_2), particulate matter (PM_{10}/$PM_{2.5}$), carbon monoxide (CO), and ozone. Ozone is formed by a reaction between NOx and precursor organic compounds (POC). For this reason, the Air District tracks POC instead of tracking direct emissions of ozone. **Table 1** summarizes emissions of NOx, total organic gases (TOG), SO_2, particulate matter with aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and CO for years 2021, 2023, and 2024. TOG emissions include Precursor Organic Compounds (POC) and Non-Precursor Organic Compounds (NPOC).

***Table 1**: Summary of Criteria Air Pollutant Emissions from Chevron Refinery and Chevron Bulk Terminal*

Pollutant		Chevron Refinery and Chevron Bulk Terminal Criteria Air Pollutant Emissions (tons/year)		
		2021	2023	2024
CO		432	275	186
NOx		746	706	675
$PM_{2.5}$		434	406	470
SO_2		420	243	275
TOG	POC	507	627	652
	NPOC	198		

[1] Specifically, emissions were added for two hydrogen plant furnaces (Sources S4471 and S4472) that were missing from the 2024 data. In addition, emissions for a hot oil furnace (Source S4332) were corrected.

Annual emissions of NO_x and TOG showed little change between the 2023 and 2024 CEIDARS inventories, with NO_x decreasing by 4% and TOG increasing by 4%. CO emissions decreased by 32%, mostly due to lower emissions from boilers and process heaters. Annual emissions of $PM_{2.5}$ and SO_2 increased by about 16% and 13%, respectively, between the 2023 and 2024 CEIDARS inventories, which is largely attributable to an increase in emissions from the catalytic cracking process. The CAP emissions by process type are summarized in **Table 2** and discussed in the narrative below the table.

***Table 2**: Summary of Criteria Air Pollutant Emissions from Chevron Refinery and Chevron Bulk Terminal by Process Type*

Process Type	Chevron Refinery and Chevron Bulk Terminal Criteria Air Pollutant Emissions by Process Type (tons/year)														
	CO			NOx			$PM_{2.5}$			SOx			POC+NPOC		
	2021	2023	2024	2021	2023	2024	2021	2023	2024	2021	2023	2024	2021	2023	2024
Backup Generator	1.46	0.86	0.19	5.18	4.12	0.89	0.16	0.12	0.03	0.01	0.01	0.00	0.10	0.04	0.02
Barge Loading	0.97	1.27	1.14	2.41	0.87	0.85	0.33	0.05	0.05	0.06	0.02	0.02	23.40	2.28	1.95
Boiler / Process Heater[2]	32.18	57.40	39.61	459.0	474.1	451.6	79.42	73.41	85.69	35.65	33.75	62.44	156.78	186.08	196.93
Catalytic Cracking	40.40	46.90	50.55	83.10	82.60	96.12	165.0	163.0	223.1	164.0	112.0	143.6	29.50	29.40	30.16
Coating and Cleanup							0.01	0.01	0.04				0.08	0.14	0.49
Cogeneration[3]	240.0	0.52	0.65	142.0	69.80	73.70	49.80	43.50	63.96	19.80	17.40	22.66	74.10	64.70	88.91
Cooling Towers[4]							126.0	110.0	86.79				7.08	8.31	42.48
Fugitives							<0.01	<0.01	0.11				69.20	85.30	82.17
Gasoline Dispensing													0.09	0.11	0.02
Generator	23.10	0.22	0.04	11.60	0.31	0.06	0.20	0.01	<0.01	0.05	<0.01	<0.01	0.88	0.04	0.02
Incineration	0.07	0.07	0.07	0.03	0.03	0.03							0.19	0.19	0.19
Other	1.00	42.20		0.66	16.30		1.34	5.21		0.05	22.10		0.77	0.39	0.01
Storage/Transport Container Cleaning	0.28	12.80	10.08	0.69	8.76	7.51	0.09	0.55	0.40	0.02	0.20	0.17	6.68	23.00	17.31
Storage Tank							0.71	0.27	0.26	0.59	0.22	0.22	113.0	92.10	102.75
Sulfur Plants	53.22	82.40	68.12	28.40	31.20	31.86	6.70	7.58	8.43	25.05	44.25	43.25	2.06	2.63	2.72
Surface Blasting							<0.01	<0.01	<0.01						

[2] Emissions from source S-4194 (Sulfur Recovery Unit #3 Tail Gas Heater) were reclassified from the Boiler/Process Heater process to the Sulfur Plants process for consistency with Sulfur Recovery Units #1 and #2, which are classified under the Sulfur Plants process.
[3] The Air District has concerns about the $PM_{2.5}$ emissions from the cogeneration process and are investigating further.
[4] The increase in POC emissions from cooling towers is mostly driven by a change in how emissions were calculated compared to prior years, as described in the narrative below the table.

Process Type	Chevron Refinery and Chevron Bulk Terminal Criteria Air Pollutant Emissions by Process Type (tons/year)														
	CO			NOx			$PM_{2.5}$			SOx			POC+NPOC		
	2021	2023	2024	2021	2023	2024	2021	2023	2024	2021	2023	2024	2021	2023	2024
Tank Cars and Trucks - Working Losses					<0.01						<0.01		22.30	16.10	5.17
Tanker Loading	1.75	14.7	11.54	4.37	10.10	8.59	0.59	0.63	0.46	0.11	0.23	0.20	42.30	26.40	19.76
Vapor Recovery/Flares	37.80	15.80	4.13	7.82	7.00	4.19	3.33	1.52	0.50	174.0	12.70	2.37	60.60	37.10	10.78
Wastewater Treatment													96.60	52.90	50.14
TOTALS	**432**	**275**	**186**	**746**	**706**	**675**	**434**	**406**	**470**	**420**	**243**	**275**	**706**	**627**	**652**

Annual variations in emissions data may occur due to differing assumptions, fluctuations in levels of production, availability of improved information, emissions estimation methodology changes, and other factors. Based on an initial review of notable processes, a summary of emissions trends by process is provided below.

Catalytic Cracking Process:

$PM_{2.5}$ emissions from the catalytic cracking process increased in 2024 and are present as either condensable or filterable $PM_{2.5}$. Condensable $PM_{2.5}$ is typically emitted as a gas at the emission point but condenses in the atmosphere to a liquid or solid form, while filterable is typically emitted as a solid or liquid. Condensable $PM_{2.5}$ emissions from the catalytic cracking process are estimated based on the amount of ammonia injected into the electrostatic precipitator (ESP). An ESP is a control device that uses electrical charges to remove pollutants from exhaust streams. Ammonia is often injected into flue gas streams to improve the collection efficiency of the electrostatic precipitators, however excess ammonia in the flue gas stream (ammonia slip) can react in the atmosphere and increase condensable particulate matter emissions. In 2024, Chevron increased ammonia injection, which may have led to an increase in the release of unreacted ammonia and therefore an increase in estimated condensable $PM_{2.5}$ emissions. Filterable $PM_{2.5}$ emissions are based on source test results, which also increased in 2024.

The increase in SO_2 emissions is likely attributable to an increase in the sulfur content of the feedstock. There was a decrease in the actual quantity of coke burned, fresh feed processed, and gas oil processed.

Boiler / Process Heater:

The decrease in NO_X and CO emissions is likely due to a decrease in fuel combustion. NO_X emissions are measured by continuous emissions monitoring systems (CEMS), which reflects the most accurate representation of emissions. The CO emissions are calculated based on emission factors derived from source tests, and changes are within the uncertainty of the calculation methodology.

Cogeneration Process:

NO_X emissions from the cogeneration process increased. The cogeneration units are equipped with NO_X CEMS, which means the NO_X emissions are the most accurate representation of actual emissions. The $PM_{2.5}$ emissions are estimated using a default emission factor and reported fuel usage. The reported fuel throughputs increased in 2024, which is what drove the increase in $PM_{2.5}$ emissions.

Cooling Towers:

The change in POC emissions in 2024 from cooling towers does not necessarily indicate an actual increase in emissions. The increase is mostly driven by a change in how emissions were calculated compared to prior years. When emissions are calculated based on sampling results, the emissions could be below the detection limit ("non-detect"). For any non-detects, it is currently standard practice to use 1/2 of the detection limit. The analytical reports provided for 2024 indicate that the detection limits were approximately 10 times higher than those used in previous years, resulting in higher POC emissions.

Toxic Air Contaminant Emissions

For the past several years, the Air District has been working to refine the reporting year 2021 Toxic Air Contaminant (TAC) inventory so that changes in emissions can be tracked more reliably going forward. As a part of this effort, several refinements have been made that have resulted in more accurate and representative emissions for the 2021 reporting year. The following sections provide an overview of the methodology used to calculate TAC emissions and key refinements.

These refinements underline the iterative process of compiling an emissions inventory for a complex facility like Chevron Refinery requires that data are continually collected, quality assured and integrated by source and pollutant type to improve the reliability and completeness of emissions estimates. Annual variations in emissions data may occur due to differing assumptions, fluctuations in levels of production, availability of improved information, and other factors. These factors mean that some year-to-year changes in emissions inventory reflect refinements in methodology rather than true changes in emissions.

Methodology

The 2021 TAC emissions inventory was collected and reviewed in compliance with Regulation 12, Rule 15, Refining Emissions Tracking (Rule 12-15). Rule 12-15 requires all refineries and support facilities to submit consistent, enhanced annual emissions inventory information to the Air District. This data is then used to characterize emissions for air pollutants from all refinery-related emissions sources on an on-going basis as accurately and fully as possible. As part of Rule 12-15 implementation and to ensure a consistent approach to estimating emissions is used, the Air District developed the Petroleum Refinery Emissions Inventory Guidelines (PREIG). These guidelines outline

emission estimation methods per process or process group. The overriding principles of these methods are summarized below:

- Direct measurement is preferable to calculated emissions.
- Continuous measurement is preferable to periodic testing.
- Periodic source testing should be representative of typical source operation (unless intentionally testing for atypical conditions). If multiple source tests are available for the same source, source tests covering the inventory period should be used whenever available unless the source test represents atypical operation.
- Emission factors that are based on source testing should be updated as processes change.
- Use default emission factors only when other data is not available.

Data reporting year 2021 emissions have undergone extensive review by the Air District using the guidance outlined in the PREIG.

Heavy Liquids Study

From 2017 to 2021, the Air District conducted a joint study with five San Francisco Bay Area petroleum refineries to understand the average emission rate of organic compounds from leaks of petroleum refinery components (valves, connectors, pumps, and pressure relief devices that relieve to atmosphere) handling "heavy" materials, or materials with an initial boiling point greater than 302 degrees Fahrenheit. The results of this study are summarized in the Heavy Liquids Study report (HLS). Calendar year 2021 is the first year in which the results of the HLS were applied to estimate volatile organic emissions from fugitive release.

The goal of the HLS was to provide more accurate estimates of the quantity of volatile organic emissions being released. However, it also provided partial data on what pollutants were contained in these organic emissions. The Air District used this partial speciation data in combination with conservative assumptions to estimate the TAC emissions resulting from the fugitive release of organic compounds.

Site-Specific Sampling

As noted, the Air District used the best available data to make an estimate of TAC emissions from these fugitives. In 2025, the Refinery took samples from heavy liquid process streams such as diesel, gas oil, and lube oil from multiple locations to obtain site-specific liquid weight fraction speciation data for benzene, naphthalene, and polycyclic aromatic hydrocarbons (PAHs; Benzo[a]pyrene). These sampling results were used to replace the default vapor phase speciation profile initially used.

Hexavalent Chromium Emission Factors

The Air District established a default emission factor for hexavalent chromium (Cr-VI) emissions from refinery process heaters fired with refinery fuel gas. The Air District's default emission factor was developed using the average results from nine source tests conducted at Bay Area refineries between 2018 and 2022. This factor is intended for use in emissions inventories as an alternative to the toxic emission factor listed in the California Air Resources Board's (CARB) California Air Toxics Emission Factor (CATEF) database. Given the availability of site-specific source test data from Bay Area refineries, this default emission factor provides a more representative estimate of local toxic emissions compared to the CATEF database value.

Uncertainties

The Refinery performed speciation analysis on the liquid running through the various pipes and stored in tanks. As the best available data, the Air District applied this speciation to the vapor that may result from volatilization of the liquid (fugitives). Although more accurate than previous estimates, this application is still a conservative estimate of emissions from fugitives as it assumes that all components of the liquid volatilize. The TAC speciation for fugitives and tanks may be refined in the future if additional vapor phase sampling is performed and provided.

Summary of 2021 TAC Emissions

Application of site-specific sampling in addition to refined organic emissions estimates for fugitive components has helped ensure that the 2021 TAC emissions inventory more accurately represents operations at the Chevron Refinery.

Developing an inventory is a process in which data are continually collected, quality assured and integrated by source and pollutant type to improve the reliability and completeness of emissions estimates. Changes between versions of inventories are not indicative of changes in emissions at a facility but of refinements in the data. To better understand how emissions of each process type and pollutant may contribute to health impacts, refined data reporting year 2021 toxicity weighted emissions (TWE) by process type and top contributing pollutants are shown in **Tables 3** and **4**, respectively

***Table 3**: Toxicity-weighted emissions by process type*

Process Type	Cancer TWE	Chronic TWE
Boilers/Process Heaters	13575.36	608.56
Cogeneration	4674.53	194.89
Backup Generator (BUG)	736.02	1.09
Generator	720.88	1.07
Storage Tank	642.42	8.49
Fugitives	338.67	1.45
Cooling Towers	232.05	0.21
Catalytic Cracking	179.00	212.81
Vapor Recovery/Flares	117.62	7.97
Wastewater Treatment	106.22	0.18
Tanker Loading	18.34	0.95
Barge Loading	10.13	0.53
Other	7.18	0.32
Storage/Transport Container Cleaning	2.89	0.15
Incineration	2.68	NA
Coating and Cleanup	0.56	0.07
Gasoline Dispensing	0.13	N/A
Surface Blasting	0.03	N/A
Sulfur Plants	N/A	356.43
Tank Cars and Trucks - Working Losses	N/A	N/A
Chevron Refinery Total	21365.70	1395.18

***Table 4**: Toxicity-weighted emissions from top contributing pollutants to Cancer and Chronic TWE at the Chevron Refinery*

Pollutant	Cancer TWE	Chronic TWE
Chromium (hexavalent)	10458.40	0.78
Ethylene dichloride	1968.30	0.52
Cadmium	1524.27	40.35
Diesel Engine Exhaust Particulate Matter (DPM)	1474.25	2.19
Formaldehyde	1458.50	60.06
Benzene	1192.57	1.52
Arsenic (all)	1159.59	52.10
Nickel pollutant	653.83	111.85
PAHs (benzo[a]pyrene equivalent)	551.83	N/A
1,2-dibromo-3-chloropropane	174.02	N/A
Naphthalene	147.77	1.07
Acetaldehyde	113.47	0.67
Methylene chloride	111.73	0.62
Nickel Carbonyl	19.00	33.76
Sulfuric Acid mist pollutant	N/A	502.77
Manganese	N/A	218.95
Hydrogen Cyanide (HCN)	N/A	141.02
Hydrochloric acid mist pollutant	N/A	109.91
Acrolein	N/A	43.18
Ammonia (NH3) pollutant	N/A	19.19

The top contributing processes and pollutants are directly correlated. Boilers and process heaters have the highest TWE due to emitting the pollutant with the highest corresponding TWE, chromium (hexavalent). Similarly, generators that use diesel have high TWEs due to emitting diesel particulate matter.

With the refinements in methodology as outlined in previous sections, the TWEs for storage tanks and fugitives decreased significantly. This is due to the previous assumptions for TAC emissions associated with these processes being overly conservative.

Emissions vs Exposure

The cancer and chronic TWEs are a conservative estimate of the toxicity of a pollutant. However, a pollutant's TWE does not account for how it disperses in the air which depends on where the pollutant is emitted or the height at which the pollutant is emitted. The

connection between emissions of a pollutant, dispersion of a pollutant, and risk posed by a pollutant is understood through the completion of a Health Risk Assessment (HRA). The data reporting year 2021 TAC emissions in this report serve as the emissions inventory input to the Regulation 11-18 preliminary HRA for the Chevron Refinery. This HRA is the first step in determining what future risk reductions must be implemented at the facility. To learn more about the results of this preliminary HRA, please refer to the Regulation 11-18 Risk Reduction Facilities webpage.

Other Title V Facilities

This report also provides a summary of 2021, 2023, and 2024 CEIDARS emission inventory data for three other Title V facilities in the PTCA area: Chemtrade West, West Contra Costa Landfill (WCCCL) and Richmond Products Terminal. **Tables 5a**, **5b**, and **5c** summarize the CAP emissions for 2021 (**Table 5a**), 2023 (**Table 5b**) and 2024 (**Table 5c**). In general, CO, NOx, and TOG emissions decreased between 2023 and 2024. This trend is largely driven by a decrease in emissions from WCCCL. Since WCCCL is a closed landfill, the landfill gas generation rates have been generally decreasing over time, resulting in less landfill gas for the flare to burn and lower CO and NO_X emissions. SO_2 and $PM_{2.5}$ emissions increased between 2023 and 2024, generally driven by Chemtrade West. The increased $PM_{2.5}$ emissions from Chemtrade West is largely due to the inclusion of emissions from two cooling towers in the 2024 inventory, which were not included in 2023.

Table 5a: *Summary of 2021 Criteria Air Pollutant Emissions from Title V facilities.*

Facility Name	**2021 Emissions (tons/year)**				
	CO	**SO_2**	**NO_X**	**TOG**	**$PM_{2.5}$**
Chemtrade West	4.5	169.7	1.9	1.2	5.3
West Contra Costa County Landfill	48.4	2.1	11.6	1,621.9	14.4
Richmond Products Terminal	0.0	0.0	0.1	13.0	0.0
2021 TOTAL	**52.9**	**171.8**	**13.6**	**1,636.1**	**19.7**

Table 5b: *Summary of 2023 Criteria Air Pollutant Emissions from Title V facilities.*

Facility Name	**2023 Emissions (tons/year)**				
	CO	**SO_2**	**NO_X**	**TOG**	**$PM_{2.5}$**
Chemtrade West	1.7	156.0	2.0	0.4	0.6
West Contra Costa County Landfill	36.2	1.6	9.9	1,413.7	11.6
Richmond Products Terminal	0.5	0.0	2.2	16.4	0.1
2023 TOTAL	**38.4**	**171.8**	**14.0**	**1,430.5**	**12.2**
Percentage change from 2021	**-27%**	**-8%**	**+3%**	**-13%**	**-38%**

Table 5c: *Summary of 2024 Criteria Air Pollutant Emissions from Title V facilities.*

Facility Name	2024 Emissions (tons/year)				
	CO	SO_2	NO_X	TOG	$PM_{2.5}$
Chemtrade West	1.9	187.8	1.9	0.6	2.4
West Contra Costa County Landfill	14.4	0.6	4.0	643.4	11.0
Richmond Products Terminal	0.5	0.0	2.2	45.8	0.0
2024 TOTAL	**16.8**	**188.4**	**8.1**	**689.8**	**13.4**
Percentage change from 2021	**-68%**	**+10%**	**-40%**	**-58%**	**-32%**
Percentage change from 2023	**-56%**	**+20%**	**-42%**	**-52%**	**+10%**

Table 6 shows TAC emissions for these three facilities. Total TAC emissions from these facilities increased between 2023 and 2024, due to an increase in ammonia emissions from composting operations at West Contra Costa County Landfill. However, total cancer TWE and chronic TWE from these three facilities decreased between 2023 and 2024. Reductions in cancer TWE are largely due to a decrease in DPM emissions from a diesel grinder at the WCCCL (note that ammonia is not a carcinogen and, therefore, does not affect cancer TWE calculations). The reduction in chronic TWE is largely tied to a revised methodology in estimating emissions from the sulfuric acid plant at Chemtrade West, particularly the acid storage tanks and a standby diesel generator.

Table 6: *Toxic Air Contaminant emissions and the associated cancer and chronic toxicity weighted emissions at Title V facilities.*

Facility Name	TAC Emissions [tons/year]			Cancer TWE			Chronic TWE		
	2021	2023	2024	2021	2023	2024	2021	2023	2024
Chemtrade West	5.6	1.6	0.9	91.6	67.4	62.7	182.8	47.4	14.9
West Contra Costa County Landfill	125.1	134.3	177.6	951.2	1,033.3	620.8	24.8	25.9	31.5
Richmond Products Terminal	0.1	0.3	0.7	17.0	26.1	62.1	0.3	0.14	1.7
TOTAL	**130.8**	**136.2**	**179.2**	**1,059.8**	**1,126.8**	**745.6**	**207.9**	**73.4**	**48.0**

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