



Path to Clean Air Community Emissions Reduction Plan

Year 1 Annual Report

October 01, 2025

Submitted to: California Air Resources Board

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

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Executive Summary

This annual report summarizes progress made during the first 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 1, which identified and prioritized actions for implementation between October 2024 and September 2025.

While the main focus of implementation has been Year 1 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 1 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 2025, 91 actions are underway (i.e., 'In Progress' or 'Ongoing'¹), 2 actions are 'Completed', and 46 actions are 'Not Yet Started'. A total of 42 actions changed status from 'Not Yet Started' to 'In Progress' or 'Ongoing'. As part of Year 1 implementation, the Air District estimates that more than 7.3 million dollars in incentives were committed for projects benefiting the PTCA area. Emissions reductions from those projects are expected to total 36 tons of nitrogen oxides (NO_x), 3.4 tons of reactive organic gases (ROG), and 2.7 tons of particulate matter (PM), 1.4 tons of which are toxic diesel PM.

This Year 1 Annual Report includes an assessment of accomplishments, as well as discussion of lessons learned. Several key accomplishments are highlighted from implementation:

Air District and CSC-led Implementation

1. Air District allocated \$1.3 million of upgrades in public elementary schools in Richmond and San Pablo through the School Air Filtration Program
2. Air District secured a decisive victory, with Chevron refinery dropping a lawsuit over Rule 6-5 (a groundbreaking health-protective rule) and agreeing to pay record-breaking penalties
3. Air District introduced the Targeted Inspection Program Policy to the PTCA CSC
4. Air District Board of Directors approved a policy to allocate money to a community benefits fund with an 80% local to 20% regionwide split
5. CSC established a Just Transition Standing Committee (JTSC) and a Plan of Action, and JTSC hosted a successful community workshop in July 2025
6. CSC identified liaisons to participate in the Air District's Refinery Technical Working Group (RTWG) focused on flaring, including joining RTWG meetings in June 2025 and August of 2025

¹ Ongoing actions are those that are part of work being performed on an ongoing basis. They 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.

7. CSC designated liaisons to support involvement in Rule 11-18 and together the Air District and CSC outlined objectives and mechanisms for engaging in rule implementation and amendment.

Partner Agency-led Implementation

8. Contra Costa Health developed a Healthy Checkout ordinance in unincorporated Contra Costa County (including North Richmond), promoting placement of healthy food at point of sale in retail stores
9. Contra Costa County committed to pilot Contra Costa Thrives, a Guaranteed Basic Income program that will serve four priority groups

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 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 Pablo² area.

The area's residents live, work, and spend time near many air pollution sources, 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 racial planning and discriminatory 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 2020.³ Co-developed by the Community Steering Committee (CSC), 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; empower the community through education and engagement; and hold government accountable for implementing the Plan, protecting public health and the environment, and enforcing regulations more effectively on high-polluting industries.⁴

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

Year 1 Implementation Planning

The Plan commits the Air District and the CSC to co-create an annual implementation plan. In October 2024, the CSC finalized a [Year 1 Implementation Plan](#), which identified and prioritized actions for the first year of implementation (spanning October 2024-September 2025). The implementation plan provided a roadmap for the Air District and CSC, helping action implementers

² 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.

³ 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.

⁴ PTCA, [Chapter 3: Vision, Principles, and Plan-level Goals](#)

get on the same page about priorities, expectations, and next steps, and supporting group alignment. It also served as a valuable input for determining resource needs and budget planning.

At the beginning of Year 1 implementation, the Air District assessed Plan action⁵ status. For implementation purposes, actions in the Plan are categorized by the following factors:

- Implementation status
 - In Progress/Started
 - Ongoing⁶
 - 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 Participation⁷ developed by the International Association for Public Participation (IAP2) - an international organization dedicated to advancing public participation and community engagement

The Year 1 Implementation Plan identified 55 actions for implementation: 33 actions that were 'In Progress', 16 'Ongoing' actions (being performed on an ongoing basis), and 6 actions that were 'Not Yet Started' but committed to start in Year 1, as shown in Table 1.

Table 1: Action Status at the beginning of Year 1 Implementation

Status	Number of Actions as of October 2024 (of 55 Actions selected for Implementation in Year 1)
In Progress	33
Ongoing	16
Completed	0
Not Yet Started	6

Additionally, in collaboration with the CSC, the Air District developed an approach to prioritize Year 1 actions. From August 2024 through January 2025, the CSC engaged in several prioritization exercises to determine priority 'In Progress' actions. A few 'Not Yet Started' actions were also selected as priorities for Year 1. For these priority actions, the CSC used the IAP2 Spectrum of Public

⁵ For the full text and detail of each action, please reference [Appendix A](#) from PTCA.

⁶ 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.

⁷ See the [Year 1 Implementation Plan](#) (Pages 21 and 26) for more information on the Spectrum of Public Participation

Participation to choose levels of engagement for implementation (Inform, Consult, Involve, Collaborate).

Ultimately, the CSC identified 16 priority actions they wanted to actively engage in. Table 2 displays the CSC's Year 1 priority actions, grouped by community concern thematic area or cross-cutting issue. The action status as of the beginning of Year 1 (October 2024) is also noted.

Table 2: CSC Priority Actions

Community Concern Thematic Area or Cross-Cutting Issue	Priority Actions	Level of Engagement	October 2024 Status
Commercial and Industrial Sources (3 actions)	C&I 1.1 C&I 4.4 C&I 4.5	Consult Inform Consult	In Progress (3)
Fuel Refining (10 actions)	FR 2.1 FR 2.2 FR 4.1 FR 5.1	Consult Consult Involve Involve	In Progress (4)
	FR 3.5	n/a ⁸	Ongoing (1)
	FR 1.1 FR 1.2 FR 2.6 FR 3.8 FR 3.9	Collaborate Collaborate Consult Consult Collaborate	Not Yet Started (5)
Health (1 action)	H 2.5	Consult	In Progress (1)
Marine and Rail (1 action)	M&R 4.1	Consult	Not Yet Started (1)
Resource PTCA Plan Implementation (1 action)	R 1.2	Consult	In Progress (1)

Year 1 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, the 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 1 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 in 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.

⁸ FR 3.5 was redesignated as Ongoing, moving into a state of maintenance. Thus, a level of engagement was not specified for the action

Progress Updates

This section describes the status of Plan actions as of the end of September 2025, after the first year of implementation. A summary of Year 1 progress is as follows:

- Status overview of all 139 actions (as of September 2025):
 - In Progress: 69
 - Ongoing: 22
 - Completed: 2
 - Not Yet Started: 46
- Of the 16 actions identified as CSC priority for engagement in Year 1:
 - In Progress: 15
 - Ongoing: 1
 - Completed: 0
 - Not Yet Started: 0

Thirty-six (36) actions changed status from 'Not Yet Started' to 'In Progress' in Year 1, more than doubling the total number of 'In Progress' actions. Additionally, six more actions were identified as Ongoing, bringing the total to 22. Overall, two-thirds of the actions (91 of 139) in the Plan are started, ongoing, or completed. This can be seen in Table 3 below, which compares action status from the start of Year 1 implementation (October 2024) to the end (September 2025).

Table 3: Summary of Year 1 Action Status Progress

Status	Number of Actions as of October 2024	Number of Actions as of September 2025
In Progress	33	69
Ongoing	16	22
Completed	0	2
Not Yet Started	90	46

With respect to the CSC's priority actions, all 16 actions are now 'In Progress' or 'Ongoing'. Six actions moved from 'Not Yet Started' to 'In Progress' in Year 1, five of which were a part of the Fuel Refining Community Concern Thematic Area, a top focus in the PTCA. This included implementation of two CSC-led priority actions (FR 1.1 and 1.2), as well as action FR 3.9. More information on these actions can be found in the PTCA Action Tracker and in the Key Accomplishments section of this report.

Table 4 below shows the current status of Year 1 actions by community concern, thematic area or cross-cutting issue. Action counts are provided, and priority actions are indicated using an asterisk (*).

Table 4: Year 1 Action Count and Status, by Community Concern Thematic Area or Cross-cutting Issue

Community Concern Thematic Area or Cross-Cutting Issue	Status (as of September 2025)	Actions (*indicates priority)
Commercial and Industrial Sources (20 actions)	In Progress (9)	C&I 1.1*, 1.2, 2.1, 2.3, 4.1, 4.4*, 4.5*, 4.6, 5.3
	Ongoing (1)	C&I 2.2
	Not Yet Started (10)	C&I 1.3, 2.4, 3.1, 3.2, 3.3, 4.2, 4.3, 5.1, 5.2, 5.4
Compliance and Enforcement (3 actions)	In Progress (3)	C&E 1.1, 1.2, 1.3
Fuel Refining (34 actions)	In Progress (22)	FR 1.1*, 1.2*, 2.1*, 2.2*, 2.4, 2.6*, 3.1, 3.2, 3.4, 3.6, 3.8*, 3.9*, 3.10, 3.13, 3.14, 3.15, 4.1*, 4.2, 4.3, 5.1*, 5.2, 5.4
	Ongoing (7)	FR 2.3, 3.11, 3.12, 3.3, 3.5*, 3.7, 4.4
	Completed (1)	FR 2.5
	Not Yet Started (4)	FR 4.5, 5.3, 5.5, 5.6
Health (22 actions)	In Progress (13)	H 1.1, 1.2, 2.1, 2.4, 2.5*, 2.6, 3.3, 3.4, 4.1, 4.2, 5.1, 5.2, 6.2
	Ongoing (2)	H 2.2, H 6.3
	Not Yet Started (7)	H 1.3, 1.4, 2.3, 3.1, 3.2, 5.3, 6.3
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 (8)	M&R 1.3, 2.3, 2.6, 3.3, 4.1*, 4.3, 5.1, 5.3
	Ongoing (6)	M&R 1.1, 2.1, 2.2, 3.1, 3.2, 4.2
	Not Yet Started (13)	M&R 1.2, 1.4, 1.5, 2.3, 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 (7)	Mobile 1.2, 1.3, 1.4, 3.1, 4.2, 5.2, 6.3
	Ongoing (3)	Mobile 2.4, 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)	In Progress (1)	R 1.4
	Ongoing (2)	R 1.2*, 1.3
	Completed (1)	R 1.1
Urban Greening (4 actions)	In Progress (2)	UG 1.3, 1.4
	Not Yet Started (2)	UG 1.1, 1.2

Emission Benefits and Incentive Funding

Year 1 implementation has also led to emission benefits and incentives funding invested in the PTCA area. Almost \$7.3 million in incentives were committed during Year 1 implementation: \$1.3

million associated with the School Air Filtration Program and \$6 million associated with emission reduction projects summarized below.

A total of 103 emission-reduction projects were funded in the PTCA area, in alignment and in support of various Plan actions:

- 17 emission-reduction projects switching industrial, cargo-handling, construction, and marine equipment to cleaner alternatives, including 10 that will go electric (M&R 3.3, 4.3, 5.3, and Mobile 5.2)
 - 2 engine replacements for a commercial fishing vessel
 - 6 cargo handling projects at the Port (5 cargo handling equipment replacements and 1 supporting charging infrastructure installation)
 - 9 industrial and construction equipment replacements in Richmond
- 83 emission-reduction projects to permanently remove older light-duty cars and trucks from operation (Mobile 5.3)
 - 58 grants to income-qualified owners to scrap and replace their vehicle with a cleaner vehicle or mobility option
 - 25 grants solely to retire a vehicle (without replacement)
- 2 grants to residents to replace their wood-burning stoves with electric heat pumps (H 2.5.2)
- An increase in funding towards a previously contracted project to install ocean-going vessel shore power at the Port of Richmond (M&R 2.3)

These projects will reduce 42 tons of pollution⁹. This total includes 35.9 tons of nitrogen oxides (NO_x); 3.4 tons of reactive organic gases (ROG); and 2.7 tons of particulate matter (PM, comprised of both PM_{2.5} and PM₁₀), 1.4 tons of which is diesel particulate matter (DPM).

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

- *Timeline*: May 2024 (Plan adoption) – June 2025 (Fiscal Year End (FYE) 2025)
- *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 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.

⁹ For context, a number of adverse health impacts have been associated with exposure to both PM₁₀ 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.

Additional Reporting Called for in the Plan

Several parts of the Plan call for certain information to be provided to the CSC on a regular basis and/or reflected in the Annual Report. This section includes that 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 other sources in the PTCA.

Throughout Year 1 Implementation, the Air District shared updates on these topics with the CSC. This included a report-out presented by Compliance & Enforcement staff at the March 2025 CSC meeting, an annual report-out presentation by Legal staff at the May 2025 CSC meeting, and a quarterly written report-out by Legal that was shared with the CSC in September 2025. Information from the March and May presentations to the CSC is captured in this section of the Year 1 Annual Report.

Compliance and Enforcement data presented to the CSC in March 2025 illustrates the following categories of data for calendar years 2022-2024¹⁰:

- Complaints investigated (aggregated for calendar years 2022-2024)
 - Complaint counts and type - for odors, woodsmoke, illegal fires, dust, and other (non-specified)
 - Alleged source of complaint
- Violations (by calendar year for 2022-2024)
 - Highlighting facilities with 3+ Notices of Violation (NOVs) issued¹¹

¹⁰ Note: Data shown is provided through 2024, as complaint and NOV data in Figures 1-3 is presented by calendar year. Data for 2025 will thus be reported out as part of the Year 2 Annual Report.

¹¹ 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.

PTCA Complaint Type (2022 - 2024)

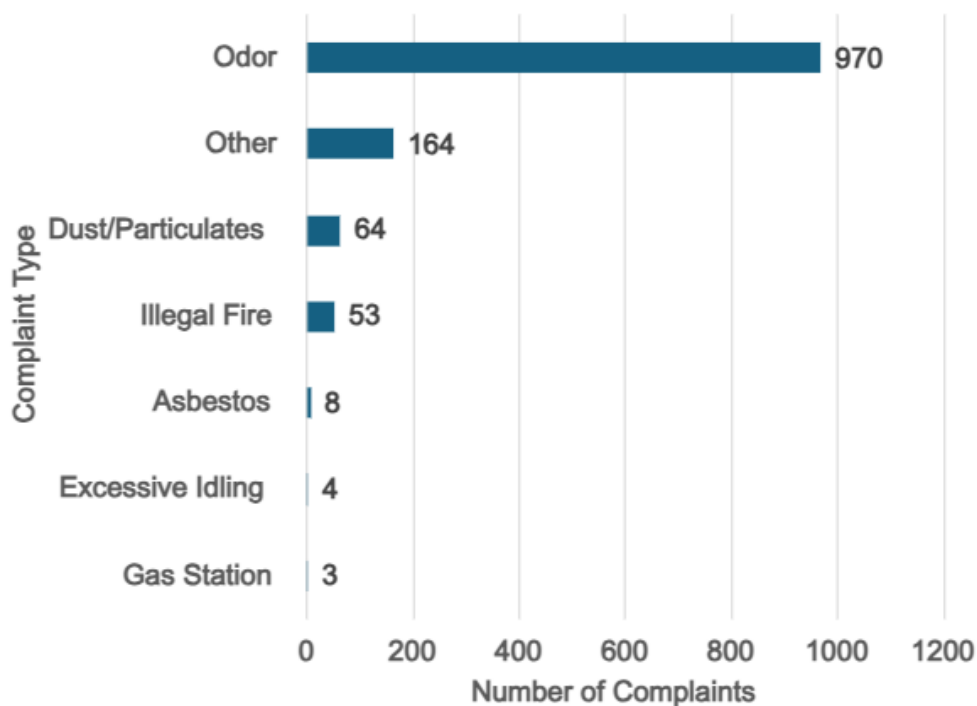


Figure 1: PTCA Complaint Type (2022-2024)

PTCA Alleged Source of Complaint (2022-2024)

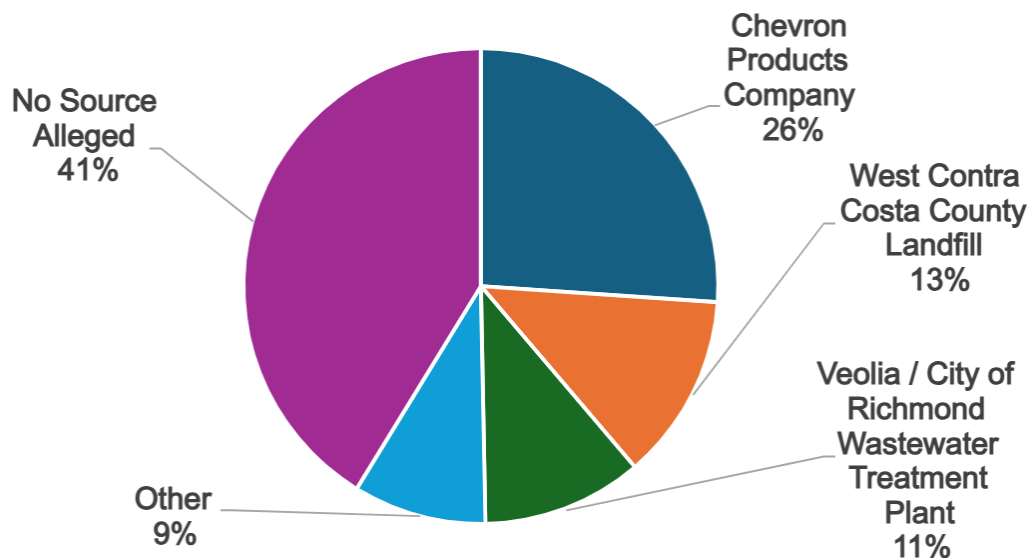


Figure 2: Alleged Source of Complaint (2022-2024)

PTCA Facilities with 3+ NOVs within a 3-year period (2022 - 2024)

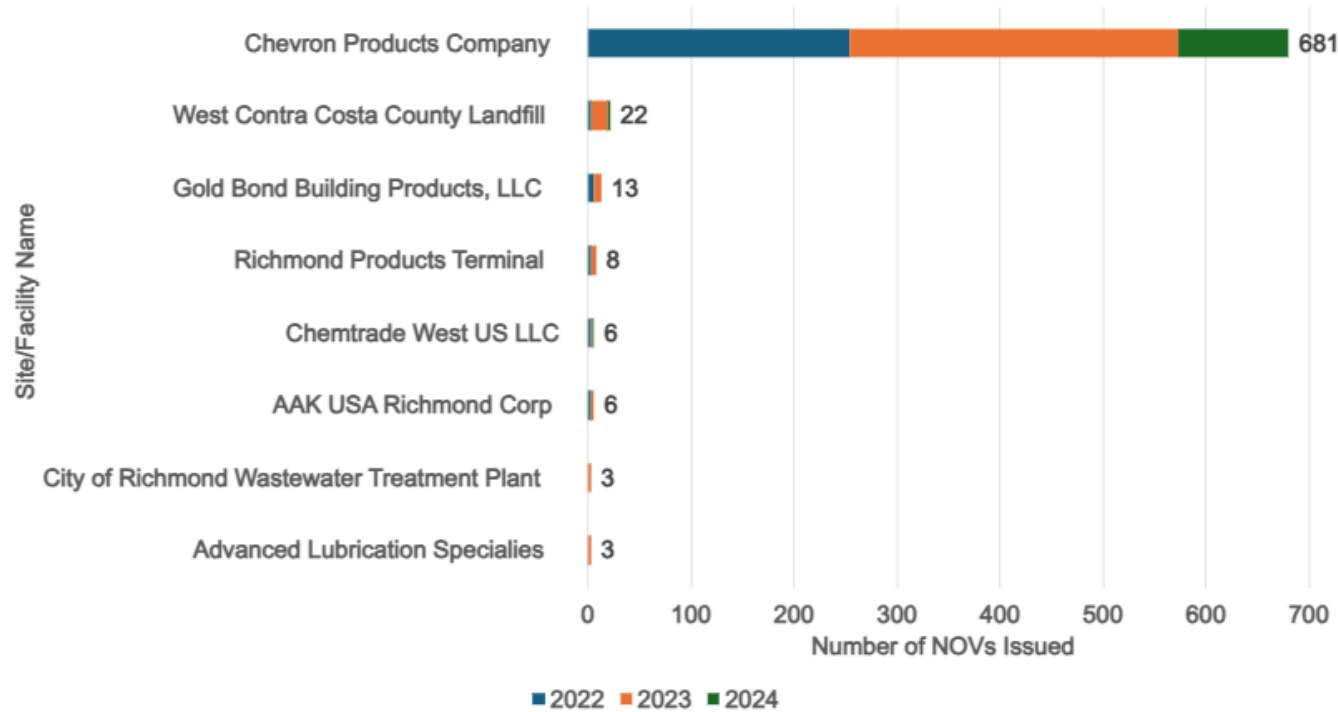


Figure 3: Facilities with 3+ NOVs within a 3-year period (2022 - 2024)

Legal report-outs from Year 1 include an annual presentation covering Significant Enforcement Cases in the PTCA Area (spanning 2024-May 2025) and a written quarterly report covering the following quarter (through August 2025). Information from quarterly reports will be captured in each year's annual presentation. Figure 4 from the Legal Division's May 2025 annual report-out presentation is a map showing the various facilities covered, including Chevron Refinery, AAK USA Richmond, West Contra Costa Sanitary Landfill, Advanced Lubrication Specialties, Kinder Morgan

Richmond Terminal, Veolia Richmond Wastewater Treatment Plan, and Gold Bond Building Products.

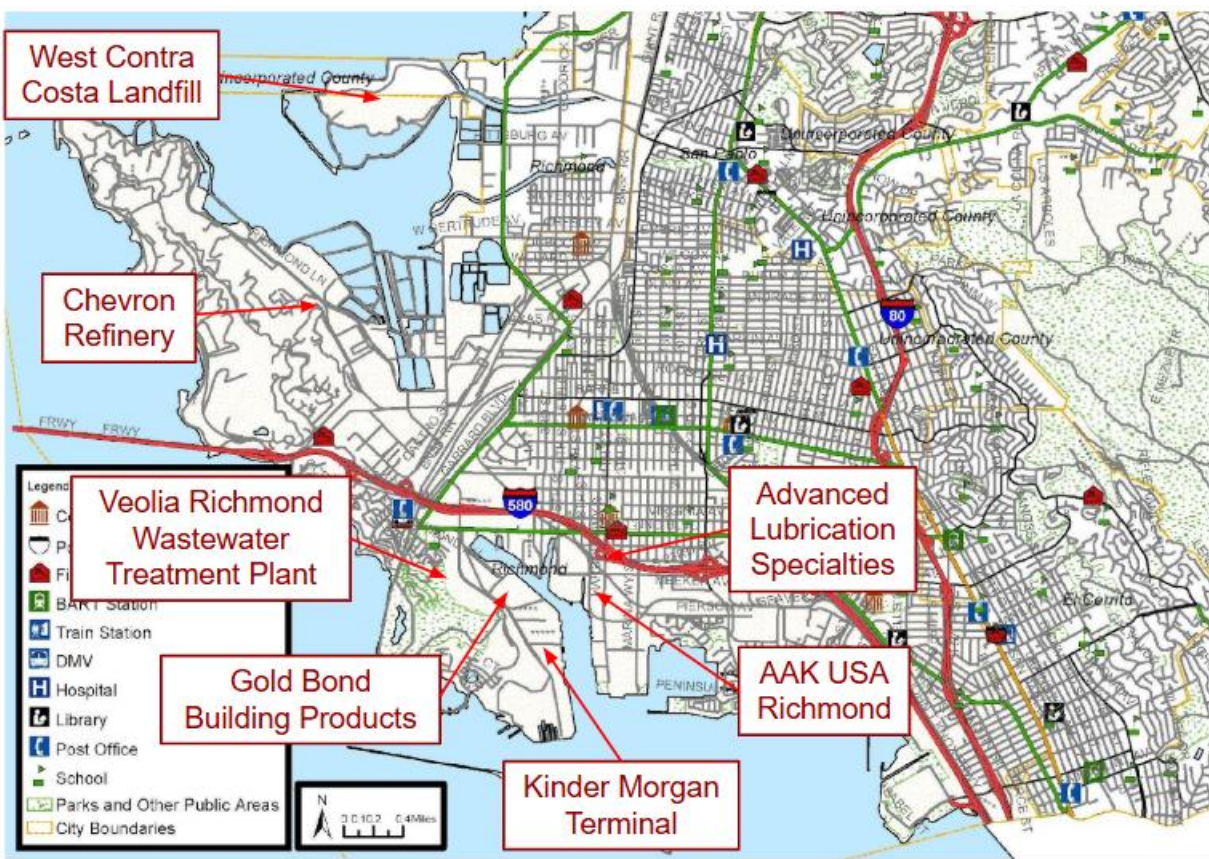


Figure 4: Significant Enforcement Cases in PTCA Area 2024-2025

Summary of Emissions Management Report

An additional report called for in the Plan (Chapter 9) is an annual Emissions Management Report. The Emissions Management Report is intended to enhance transparency and improve the quality of emissions data for Title V facilities, helping track progress toward emission reduction goals over time. This report builds on information presented in [Path to Clean Air Plan Appendix C: Supplemental Technical Information – Emissions and Modeling](#) (published December 2023), which summarized the 2021 base year emissions inventory for the Chevron Refinery. The current report updates that analysis by comparing 2021 criteria air pollutant emissions data with the most recent inventory from 2023. It also discusses a process to revise the toxic emissions baseline inventory to improve accuracy. A comparison of 2021 and 2023 emissions for other major facilities subject to Title V requirements in the PTCA area is provided as well. These facilities include Chemtrade West, West Contra Costa County Landfill, and Richmond Products Terminal.

See [Appendix 2](#) for the Emissions Management Report.

Reflections: Key Accomplishments, Lessons Learned. and Opportunities

Reflecting on Year 1 implementation includes assessment of key accomplishments, as well as lessons learned, challenges, and opportunities. The following reflections were 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 1. Some key accomplishments are associated with priority actions the CSC actively engaged on throughout Year 1, while others are actions that external implementers moved forward. Together, 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. Air District allocated \$1.3 million of upgrades in public elementary schools in Richmond and San Pablo through the School Air Filtration Program

Community Concern Thematic Area:	Public Health and Reducing Exposure
Strategy:	Strategy 4: Promote Resilience Centers
Related Action(s):	Action H 4.2: Ensure resources for high-efficiency air filtration unit distribution and installation programs and support for partnerships to benefit vulnerable populations and places
Progress and Significance:	• 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. The Air District is working with the West Contra Costa Unified School District to gather information on eligible school sites. Next, the Air District will gather new quotes and assessments. Implementation of the projects is expected in Fall 2025. • The 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 the Fall of 2024, Air District staff worked with CSC Leads to review a list of public elementary schools in the Path to Clean Air Area and prioritize additional public schools in the West Contra Costa Unified School District that could potentially receive Air Filtration upgrades in the future. The Leads reviewed the list of public schools, adding to the list to make

	sure that no school was overlooked. They also shared information on schools listed, helping expand 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 highlighted the proximity of certain schools to stationary polluting facilities, as well as revealed that one school had closed due to environmental hazards. These conversations were critical for staff to refine and update the lists of schools and begin to have conversations with school officials.
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2. Air District secured a decisive victory, with Chevron refinery dropping a lawsuit over Rule 6-5 (a groundbreaking health-protective rule) and agreeing to pay record-breaking penalties

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 5: Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector
Related Action(s):	Action FR 5.1: Implement Rule 6-5. Air District to engage in negotiations to resolve litigation and implement Rule 6-5 such that compliance occurs by the originally adopted timeline specified in the Rule.
Progress and Significance:	- On February 13, 2024, the Air District announced¹² that it reached two separate agreements with Chevron and Martinez Refining Company, resulting in an end to the litigation against the agency over its groundbreaking Regulation 6, Rule 5 (Rule 6-5), major emissions reductions from both refineries, unprecedented penalties and other payments of up to \$138 million, and a Richmond-area Community Air Quality Fund, among other benefits. - Rule 6-5 will reduce fine particulate matter emissions and exposure. The Air District estimates that the emission reductions achieved by the rule will result in tens of millions of dollars per year in health benefits within the Air District's jurisdiction, including for communities living near refineries¹³, by reducing early deaths and other health impacts of exposure to particulate matter. - Chevron will comply with the rule by installing a Wet Gas Scrubber. The City of Richmond is currently evaluating a Conditional Use Permit application for the Wet Gas Scrubber project, and the Air District is working on the air permit. When the

¹² Press Release: https://www.baaqmd.gov/~/_media/files/communications-and-outreach/publications/news-releases/2024/021324_announcement.pdf?rev=91161901e1c349eage0f28172cd91c40

¹³ Total health benefits for the rule were calculated for the region, and thus numbers are not specific to the PTCA area

	permitting is complete, Chevron will begin construction of the equipment, which is expected to take up to two years.
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3. Air District introduced the Targeted Inspection Program Policy to the PTCA CSC

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:	• The Targeted Inspection Program aims to modernize the Air District Compliance and Enforcement inspection program by utilizing comprehensive data analyses and community input to better identify compliance issues, prioritize inspections, and target enforcement resources. • Launch of the program is planned for Fall 2025 in PTCA after evaluation of a summer 2025 pilot in the Bayview Hunters Point/Southeast San Francisco AB 617 community. • An initial introduction to the Targeted Inspection Program was given at the March 2025 CSC meeting. Feedback from that presentation helped to shape the pilot, specifically to incorporate emissions toxicity. CSC also shared the importance of outreach and centering community as part of the process. • As part of the August CSC meeting, a presentation was given on the progress of the pilot program.

4. Air District Board of Directors approved a policy to allocate money to a community benefits fund with an 80% local to 20% regionwide split.

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. <i>*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 slides¹⁴ from June 2025 for more information.</i>
Progress and Significance:	• In May 2024, the Air District Board of Directors approved a policy to allocate money to a community benefits fund via an 80% local to 20% regionwide split. • This action is a CSC-led action and a top priority chosen by the CSC in Fall 2024. • The June 2025 CSC meeting included a presentation¹⁴ on the Air District's Community Investments Office (CIO), including a timeline of actions with respect to funding community benefits from penalty funds.

5. CSC established a Just Transition Standing Committee (JTSC) and a Plan of Action, and JTSC hosted a successful community workshop in July 2025

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 1: Move Towards a Just Transition
Related Action(s):	Action FR 1.1: 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 [Standing] Committee (JTSC) as part of Path to Clean Air Plan Implementation by Q2 2024.
Progress and Significance:	• This action is a CSC-led action and a top priority chosen by the CSC in Fall 2024. • 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.

¹⁴ 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

	• 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 workshop was a meaningful accomplishment because "just transition education and develop[ment of] vision & principles will be the foundation for CSC & Air District approach to PTCA Plan implementation, and continue to guide the work long-term through Air District processes even post-CSC activities" – CSC Member
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6. CSC identified liaisons to participate in the Air District's Refinery Technical Working Group (RTWG) focused on flaring, including joining RTWG meetings in June 2025 and August of 2025

Community Concern Thematic Area:	Fuel Refining
Strategy:	Strategy 2: Reduce Persistent Flaring and Improve Incident Response
Related Action(s):	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:	• To support ongoing and upcoming rule development on regulations affecting refinery sources, the Air District initiated the Refinery Technical Working Group (RTWG)¹⁵. The purpose of the RTWG includes the following: ○ Act as a forum for air-quality related matters at refineries and in refinery communities. ○ Function to solicit stakeholder inputs on refinery-related rules such as Rule 12-11: Flare Monitoring at Refineries, Rule 12-12: Flares at Refineries, and Rule 12-15: Refining Emissions Tracking Rule ○ Support discussion of technical aspects related to these rules ○ Build a shared understanding of refinery flaring and related rules • The RTWG is composed of Air District staff, refinery representatives, community members, local government staff, advocacy group representatives, and other members to gather information and opinions from stakeholders on a variety of topics related to refinery rulemaking. ○ Two CSC Liaisons from the PTCA CSC were identified to participate as members of the RTWG. Both attended the kickoff meeting in June 2025, as well as the second meeting

¹⁵ RTWG webpage: <https://www.baaqmd.gov/en/rules-and-compliance/rule-development/refinery-twg>

	in August 2025, and are eager to engage in the process and represent the PTCA
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7. CSC designated liaisons to support its involvement in Rule 11-18 and together the Air District and CSC outlined objectives and mechanisms for engaging in rule implementation and amendment

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:	• In 2024, the CSC identified liaisons to support CSC involvement regarding Rule 11-18. • In 2025, CSC meetings kicked off with Rule 11-18 and risk reduction as a top focus. In January, the monthly CSC meeting covered an overview of the rule and dialogue on the Settlement Agreement the Air District entered with Communities for a Better Environment.¹⁶ The agenda item concluded with a group discussion with the objective of building a solid foundational understanding of Rule 11-18 within the CSC. • In February 2025, discussion of Rule 11-18 continued, covering updates on PTCA actions focused on rule implementation and rule amendments. Air District staff presented an update on the implementation statuses of Rule 11-18 facilities in the PTCA area. This was followed by an overview of rule implementation improvements, including transparency improvements and rule amendment concepts that could help implement risk reductions sooner and improve program efficiency. February's meeting concluded with a CSC discussion on what engagement on Rule 11-18 looks like. • Following this series of fruitful conversations, Air District staff distilled the CSC's desires into two objectives and developed a set of Engagement Recommendations intended to support the Air District in delivering on said objectives. A list of accompanying materials was produced as well, including resources, links and answers to CSC questions. • Air District staff and the CSC have begun implementing items from the Engagement Recommendations

¹⁶ Press Release: https://www.baaqmd.gov/-/media/files/communications-and-outreach/publications/news-releases/2023/2023_022_cbeselement_090423-pdf.pdf?rev=ac0ee6906bbb451b916dafeb56b9997b&sc_lang=en

Partner Agency-led Implementation

Partner agencies noted achievements in their work that were linked with PTCA strategies and actions. Two key accomplishments are highlighted. Note: as these actions were not among those selected as CSC priorities for Year 1, the Air District and the CSC did not actively participate in their implementation. This may change moving forward based on implementation planning.

8. Contra Costa Health developed a Healthy Checkout ordinance, promoting placement of healthy food at point of sale in retail stores

Community Concern Thematic Area:	Health
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 2024, following the recommendation of Contra Costa Health (CCH), the County Board of Supervisors directed CCH to draft a county ordinance to promote the placement of healthy food at the point of sale in retail stores larger than 2,000 sq. ft. in unincorporated Contra Costa. • As of June 2025, the Family and Human Services (FHS) committee has received a presentation from CCH staff regarding the updates to the Healthy Checkout ordinance. The committee requested additional information and a meeting to discuss the scope of the ordinance further. • This action helps "reduce vulnerability of our most affected population by addressing social determinants of health and in turn reducing air pollution exposures." – CSC Member

9. Contra Costa County to pilot Contra Costa Thrives: A Guaranteed Basic Income program that will serve four priority groups

Community Concern Thematic Area:	Health
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:	• Contra Costa County Employment and Human Services (EHSD) has made noteworthy progress on this action. In October 2024, the County Board of Supervisors approved an action to pilot a county-funded guaranteed-income program. Subsequently, EHSD convened a workgroup of subject matter experts to develop the guaranteed income (GI) program design and plan for the launch of the program. The workgroup identified specific target populations, established eligibility criteria and selection methods, outlined the integration of existing case management and other support services, proposed potential metrics for evaluating the pilot's effectiveness, and collected community input. • On July 8, 2025, EHSD's proposed program design was approved by the Board of Supervisors (BOS). The full plan is attached to the 6/24/25 BOS agenda, Discussion Item D.6.¹⁷ • The Contra Costa Thrives Guaranteed Basic Income (GBI) Program is a county-led initiative providing consistent, unconditional monthly cash payments to approximately 170 vulnerable Contra Costa residents to reduce financial instability and offer immediate economic support. Shaped by national research, local data, and extensive input from community stakeholders and subject matter experts, the program will serve four priority groups: 1. Foster youth (19-21) in Independent Living Skills case management 2. Young parents (18-26) with children under six engaged in CalWORKs Welfare-to-Work or Cal-Learn 3. Individuals on probation returning to the community after incarceration 4. Low-income, housing-insecure older adults receiving APS • Participants will receive \$18,000 over 12 or 18 months. Multiple payment delivery options will be offered to meet participant preferences. EHSD began the implementation planning phase of Contra Costa Thrives in July 2025, with first payment expected to be issued in early 2026. • This felt "meaningful and important to me because it prioritizes some of the most vulnerable communities, including youth and low-income residents" – CSC Member
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Lessons Learned and Opportunities

This report is the beginning of a broader reflection on the 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 1 will inform future implementation, helping to refine approaches and ensure that the PTCA remains responsive to community needs and priorities.

¹⁷ [https://urldefense.com/v3/_https://contra-costa.legistar.com/View.ashx?M=A&ID=1263109&GUID=85D1D8C1-B187-4B5D-BE4D-825726E05CDo_!!LFxATBw!DmMqQ_rNgl6kxxlmMfkaxZJgYcARselMSWtfTGVAcdzZ4-oe0DZ6imcNfew8DZof77OyDTu-kOWgRVWNNiufSVFg\\$](https://urldefense.com/v3/_https://contra-costa.legistar.com/View.ashx?M=A&ID=1263109&GUID=85D1D8C1-B187-4B5D-BE4D-825726E05CDo_!!LFxATBw!DmMqQ_rNgl6kxxlmMfkaxZJgYcARselMSWtfTGVAcdzZ4-oe0DZ6imcNfew8DZof77OyDTu-kOWgRVWNNiufSVFg$)

In August 2025, the CSC participated in a retrospective on the implementation process, utilizing a Rose-Thorn-Bud model¹⁸. Challenges and opportunities spanned various themes, including collaboration, communication, and engagement.

Lessons learned will be actively incorporated into ongoing discussions and decision-making, supporting continuous improvement and a collaborative path forward. These reflections will serve as a foundation for continued dialogue between the CSC and the Air District related to planning for Year 2 implementation.

Next Steps

Continued collaboration between the Air District, the CSC, and partner agencies has made Year 1 implementation progress possible. Year 1 updates show advancement of actions identified as priorities by the CSC.

Next steps include the co-creation of the next Implementation Plan for PTCA, which will guide priorities for Year 2 implementation. Year 2 will be informed by the CSC and the Air District's reflections and lessons learned during Year 1, including successes, challenges, and opportunities for growth and improvement, which may result in modifying the approach to implementation, as needed.

¹⁸ See slide 28: https://www.baaqmd.gov/~/_media/files/ab617-community-health/richmond/2025/08252025-meeting-files/august-25-2025_ptca-cerp-csc-powerpoint-presentation-pdf.pdf?rev=4dadbd4d50844691a59a62f80f5d7013&sc_lang=en

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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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 24, 2025 PTCA CSC meeting, Compliance and Enforcement (C&E) highlighted the Air District's Air Quality Complaint program. Staff shared 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 provided on the webpage include subtitles/closed captions in multiple languages when auto translate is selected on the YouTube links. C&E has dedicated staff available for Compliance Assistance and Enforcement Services at (415) 749-4999 or compliance@baaqmd.gov	Air District	# of flyers distributed (or billboards, social media posts, etc.) # of complaint system enhancements implemented	20%	exposure mitigation
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	A Targeted Inspection Program has been introduced. The program aims to modernize the Air District Compliance and Enforcement inspection program by utilizing comprehensive data analyses and community input to better identify compliance issues, prioritize inspections, and target enforcement resources. Launch of the program is planned for Fall 2025 in PTCA after evaluation of a summer 2025 pilot in the Bayview Hunters Point/Southeast San Francisco AB 617 community. An initial introduction to the Targeted Inspection Program was given at the March 2025 CSC meeting. Feedback from that presentation helped to shape the pilot, specifically to incorporate emissions toxicity. As part of the August CSC meeting, a presentation was given on the progress of the pilot program.	Air District	# of inspection hours dedicated to 'facilities of community concern list'	50%	enforcement
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	A new NOV Tool was released on the Air District webpage in September 2023 (https://www.baaqmd.gov/rules-and-compliance/compliance-assistance/notices-of-violations/novs-issued). Regarding Compliance and Enforcement activities in the PTCA area, the CSC received multiple presentations through 2025. At the March 24, 2025 PTCA CSC meeting, the Air District's Compliance and Enforcement Division presented in a hybrid (in-person and virtual), sharing informational charts and graphs on complaints and Notices of Violation for the past 3-years in the PTCA. Additionally, at the May 19, 2025 PTCA CSC meeting, the Air District's Legal Division presented an annual update (per FR 3.7), including information on a number of facilities as part of the agenda item covering significant enforcement cases in the PTCA Area from 2024-2025. Both the March and May 2025 presentations are noted and referenced in the Year 1 Annual Report.	Air District	Was a written report produced? (Y/N) Was an in-person presentation given? (Y/N)	NOV Tool: 100%	enforcement
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	This action is a CSC Year 1 Priority for Engagement. A white paper has been completed and was published in 2023 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, including initiating rule development process. The next anticipated milestone is the release of draft rule amendments and public engagement in Q3 2025.	Air District	Was the White Paper finalized? (yes/no) Were any regulatory actions started due to the White Paper? (yes/no)	80%	regulatory

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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 Chapter 2 in the 2022 CEQA Guidelines focused on centering equity, environmental justice and health in environmental analyses. The Air District will begin working on products to make it easier for local governments to access best management practices.	Air District	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)	50%	regulatory
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 (#)	0%	regulatory
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 their 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-notice . 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-notice/permit-applications-received	Air District	Have education and outreach materials been developed? Have education and outreach materials been translated and distributed?	20%	exposure mitigation
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 commented on CEQA projects in the PTCA area between May 2024 - September 2025. In particular, the Air District provided early comments to the City of Richmond on the Chevron Richmond Refinery Wet Gas Scrubber 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)	0%	exposure mitigation
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 is being compiled and will be included in the Year 1 Annual Report (see Appendix 2).	Air District	How many Title V facilities received a review? (#)	80%	regulatory

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	Were draft rule amendments developed and released for feedback? (y/n) Were rule amendments adopted? (Y/N)	0%	air quality permitting
C&I 3.1	Commercial and Industrial	Reduce Exposure from Food Preparation	Restaurants White Paper	Not yet started	<u>Air District Update</u> Not yet started <u>CARB Update</u> 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	Was a white paper produced? Was a rule development effort or incentive program initiated?	0%	exposure mitigation
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	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?	0%	regulatory
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%	regulatory
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 high priority Phase 1 facilities in the PTCA area: Chevron, Chemtrade, West Contra Costa County Landfill.	Air District	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)?	15%	regulatory

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
C&I 4.2	Commercial and Industrial	Large Industrial Sources	Levin Terminal: Implement Rule 11-18 and Conduct Gap Analysis	Not yet started	4.2.1: Levin Terminal is currently a Rule 11-18 Phase 2 facility. Rule 11-18 implementation for Phase 2 facilities will begin after the completion of Phase 1 facilities. 4.2.3: Air District inspectors continue to conduct compliance verifications on sources at the Levin Terminal facility.	Air District	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)	0%	regulatory
C&I 4.3	Commercial and Industrial	Large Industrial Sources	Gold Bond (formerly New NGC): Gap Analysis	Not yet started	4.3.1: Goldbond is currently a Rule 11-18 Phase 2 facility. Rule 11-18 implementation for Phase 2 facilities will begin after the completion of Phase 1 facilities. 4.4.3: At the May 19, 2025 PTCA CSC meeting Legal presented on Gold Bond as one of the significant enforcement cases in PTCA Area 2024-2025. Air District cited Gold Bond for creating a public nuisance from excessive dust emissions and on some emissions sources that did not have valid permits. Air District is seeking to impose requirements for Gold Bond to mitigate dust emissions.	Air District		0%	regulatory
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 1 Priority for Engagement. The Air District is actively working on implementing this action. See updates below by work area: <u>Engineering</u> The Air District is in the process of completing the Rule 11-18 Health Risk Assessment for West Contra Costa County Landfill and is currently looking into refining emission estimates with additional source testing. <u>Compliance and Enforcement (C&E) and Legal</u> At the May 19, 2025 PTCA CSC meeting, Legal staff presented on the West Contra Costa County Landfill (landfill). This was part of the agenda item covering significant enforcement cases in the PTCA Area from 2024-2025. The Air District fined the landfill \$160,000 in 2024 for landfill gas leaks and recent odor problems from composting. Air District inspectors are continuing to actively conduct inspections and investigations at the the landfill, and during the first six months of 2025 the Air District had issued 16 Notices of Violations. <u>Public Affairs</u> 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 NOV's at West Contra Costa County Landfill.	Air District		10%	regulatory

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
C&I 4.5	Commercial and Industrial	Large Industrial Sources	Metal Recycling (Sims, Pick n Pull): Source Evaluation	In Progress	This action is a CSC Year 1 Priority for Engagement. 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. See the Air District's Metal Recycling and Shredding webpage: https://www.baaqmd.gov/en/rules-and-compliance/rule-development/metal-recycling-and-shredding The Air District will work with the CSC to identify nearby community associations that an annual community-friendly Compliance and Enforcement report should be shared with.	Air District	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)	0%	regulatory
C&I 4.6	Commercial and Industrial	Large Industrial Sources	Other Large Industrial Facilities: Gap An	In Progress	At the May 19, 2025 PTCA CSC meeting the Air District's Legal Division presented on Veolia Richmond Wastewater Treatment. This was part of the agenda item covering significant enforcement cases in the PTCA Area from 2024-2025. Veolia had periodic odor problems in 2023, primarily associated with construction of facility modernization project. The Air District issued 4 Notices of Violation associated with odor issues. The Air District continues to conduct inspections and investigations and is exploring ways to prevent odor issues in the future.	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)	0%	regulatory
C&I 5.1	Commercial and Industrial	Smaller Commercial and Industrial Sources	Backup Generators (BUGs): Reduce localized exposure from BUGs	Not yet started	Not yet started	Air District, Local Regulatory Partners	Was a source evaluation (e.g., white paper) completed?	0%	regulatory
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	Was a source evaluation (e.g., white paper) completed?	0%	regulatory
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?	0%	regulatory
C&I 5.4	Commercial and Industrial	Smaller Commercial and Industrial Sources	Enhanced Small Business Outreach	Not yet started	Not yet started	Air District	Was an evaluation conducted?	0%	exposure mitigation

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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 Priority chosen at the September 2024 CSC Meeting. 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.	Just Transition Standing Committee	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)	30%	exposure mitigation
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 Priority chosen at the September 2024 CSC Meeting. FR 1.2 is being implemented along with FR 1.1 (see update for FR 1.1) by the Just Transition Standing Committee (JTSC). The JTSC is currently developing Just Transition Principles.	Just Transition Standing Committee	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)	10%	exposure mitigation
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 1 Priority for Engagement. Contra Costa County is working on revising the Hazardous Notification/ISO Policy to better define community warning system levels. *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/contracosta_county/codes/ordinances_code?nodeId=TIT4HESA_DIV450HAMAHA_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-g18e-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)	0%	regulatory

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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 1 Priority for Engagement. 2.2A: Air District is now offering email and text alerts for incident response. See https://www.baaqmd.gov/en/contact-us/sign-up-for-information/air-quality-incident-notifications. A hero banner (i.e., the rotating banner at the top of the Air District website) for incidents has been developed and will link to a specific incident webpage for large incidents. The Air District will work with CSC for potential development of additional incident response notifications. 2.2B: Air District is currently working on creating and establishing standardized protocols for incident responses	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)?	0%	exposure mitigation
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 work closely with the CSC and Contra Costa County to develop recommendations for the county's Community 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)	0%	exposure mitigation
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	Incident response text and email alerts have been developed, including signup web page for alerts, social media, email, text, and web banner templates. Refinery corridor particle sampling program was approved by the Air District Board of Directors. Air District will partner with a community workgroup to design ongoing and incident-specific sampling and analyses. An informational webinar was held on September 5, 2024. The first site for the core network was deployed in Q2 2025. The community workgroup has been convened and is expected to meet in Q3 2025.	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)	0%	exposure mitigation
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	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)	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)	100%	exposure mitigation

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	This action is a CSC Year 1 Priority for Engagement. To support ongoing and upcoming rule development on regulations affecting refinery sources, the Air District initiated the Refinery Technical Working Group (RTWG). The purpose of the RTWG includes the following *Act as a forum for air-quality related matters at refineries and in refinery communities. *Function to solicit stakeholder inputs on refinery-related rules such as Rule 12-11: Flare Monitoring at Refineries, Rule 12-12: Flares at Refineries, and Rule 12-15: Refining Emissions Tracking Rule *Support discussion of technical aspects related to these rules *Build a shared understanding on refinery flaring and related rules The RTWG is composed of Air District staff, refinery representatives, community members, local government staff, advocacy group representatives, and other members to gather information and opinions from stakeholders on a variety of topics related to refinery rulemaking. Two CSC Liaisons from the PTCA CSC were identified to be participating members on the RTWG. Both attended the kickoff meeting in June 2025 and are eager to engage in the process and represent the PTCA.	Air District	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)	0%	regulatory
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.	In Progress	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.	Air District	Was an inspection protocol developed that addresses the goals of the action description? (Y/N)	0%	enforcement
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 developing a process and guidance 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	Was a collaborative workgroup convened to develop the program? (Y/N) Was a program proposed? (Y/N)	10%	air quality permitting

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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 (e.g., PTCA CSC), 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)?	0%	regulatory
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 is currently working on additional guidance tools, including a mapping tool for local governments to identify communities that may experience health and environmental burdens, and where additional planning considerations should be implemented.	Air District	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)	0%	regulatory
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	The Air District has begun preliminary internal rule development efforts to improve fenceline and ground level monitoring programs. Planning for upcoming community engagement activities, including with the PTCA CSC, is underway.	Air District	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)?	0%	exposure mitigation

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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?)	0%	exposure mitigation
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 2024-29 Strategic Action Plan and will be making this available soon.	Air District	Timely completion of the deliverables according to the scope and timeline described in the Refinery Data Accessibility Project workplan	0%	exposure mitigation
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.	In Progress	The Air District's new Targeted Inspection Program can increase inspection frequencies at Chevron and Chemtrade if specific concerns are raised. Inspectors conduct compliance verifications, audits and investigations, investigate all complaints, Community Warning system warnings, flaring events, RCAs, and Title V deviations as part of their routine work.	Air District	How many additional inspections were conducted at Chevron (#; % increase from 2023) How many additional inspections were conducted at Chemtrade (#; % increase from 2023)	0%	enforcement

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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's continued outreach with USW throughout 2025 has included: - invited USW President Nick Plurkowski to the 2025 Board Retreat to speak on a Just Transition panel - invited USW representatives to join 2025 Refinery Technical Working Group on flaring rules - invited USW Past President Tracy Scott to attend 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) Viet Tran, along with Greg Nudd, Wendy Goodfriend, Diana Ruiz and CSC Member Dave Severy initiated the first of many meetings with USW Local 5's Executive Board to discuss issues of importance to USW's membership.	0%	exposure mitigation
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	At the May 19, 2025 PTCA CSC meeting, the Air District Legal division shared updates on major enforcement cases, including Chevron flaring compliance. The Air District's NOV Tool shows recent violations and is updated daily. See https://www.baaqmd.gov/en/rules-and-compliance/compliance-assistance/notices-of-violations/novs-issued . Flare Causal Reports and flare monitoring data are posted online, as required by Regulation 12, Rule 11 and Regulation 12, Rule 12.	Air District	Were quarterly reports produced and share (Y/N)?	0%	enforcement
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	This action is a CSC Year 1 Priority for Engagement. The Air District resolved 678 notices of violation for Chevron in February of 2024, assessing a \$20 million penalty. With this, the action moved from In Progress to Ongoing. The Air District is currently working on enforcement action for additional violations that have occurred since February 2024. The Air District prioritized ongoing violations of Rule 12-15 fenceline monitoring requirements, and resolved outstanding compliance issues in June of 2025.	Air District	Number of NOV's in fuel refining sector resolved (#)		enforcement

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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.	In Progress	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?)	50%	enforcement
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 first annual report on penalties assessed in the PTCA to the CSC at its May 19, 2025 meeting. The presentation is noted and referenced as part of the Year 1 Annual Report. The Air District will be providing quarterly written reports and an annual in-person update each year going forward.	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)	0%	enforcement

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	This action is a CSC Year 1 Priority for Engagement. 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. This policy will be developed in conjunction with the CSC, as well as other community partners, and will cover fuel refining violations as well as other types of violations.	Air District	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)	10%	enforcement
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.	In Progress	This action is a CSC Year 1 Priority for Engagement. The Community Benefits Standing Committee (CBSC) was created at the March 24, 2025 PTCA CSC Meeting. On May 19, 2025, the CBSC Plan of Action was approved by the CSC. The CBSC has met 4 times. 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	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)	20%	Incentives

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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 is a CSC Year 1 Priority for Engagement. A concept paper for Rule 11-18 amendments was released in December 2023. Draft rule amendments were published on 8/28/2025 open for public comment until 10/13/2025 and a public workshop will be held on 10/2/2025. 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	Air District	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)	0%	regulatory
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 is in the process of completing the Rule 11-18 Health Risk Assessment (HRA) for Chevron and expects to publish a draft for public review and comment by the end of 2025, pending any unforeseen delays. The Air District will engage with the CSC on published draft once available. Public review of the draft HRA, once available, will provide opportunity to comment on the toxic emissions inventory, modeling protocol, and HRA results.	Air District	Was an HRA finalized? (yes/no) Was an RRP finalized? (yes/no) Direct emissions reductions Direct risk reductions	60%	regulatory
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		25%	regulatory
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 I 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.	Air District	Was an HRA completed at a given facility? (Y/N) If required, was an RRP finalized for a given facility? (Y/N)	0%	regulatory

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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)	0%	regulatory
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	This action is a CSC Year 1 Priority for Engagement. Chevron dropped its lawsuit challenging Rule 6-5 and will now comply with the rule by installing a Wet Gas Scrubber. The City of Richmond is currently evaluating a Conditional Use Permit application for the Wet Gas Scrubber project, and the Air District is working on the air permit. When the permitting is complete, Chevron will begin construction of the equipment, which is expected to take up to two years. A press release on the settlement regarding Rule 6-5 is available here https://www.baaqmd.gov/~media/files/communications-and-outreach/publications/news-releases/2024/021324_announcement.pdf?rev=91161901e1c349eage0f28172cd91c40	Air District	Direct emission reductions (#)	10%	regulatory
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; CSC	Was the white paper finalized? (Yes/No)	0%	regulatory
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)	0%	regulatory

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	Were improvements made to PM quantification for cooling towers? (yes/no) Were improvements made to VOC quantification for cooling towers? (yes/no)	10%	exposure mitigation
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)	0%	regulatory
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)	0%	regulatory

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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.	In Progress	Contra Costa County Employment and Human Services (EHSD) Update Contra Costa County Employment and Human Services (EHSD) has made noteworthy progress on this action. In October 2024, the County Board of Supervisors approved an action to pilot a county-funded guaranteed-income program. Subsequently, EHSD convened a workgroup of subject matter experts to develop the guaranteed income (GI) program design and plan for the launch of the program. The workgroup identified specific target populations, established eligibility criteria and selection methods, outlined the integration of existing case management and other support services, proposed potential metrics for evaluating the pilot's effectiveness, and collected community input. On July 8, 2025, EHSD's proposed program design was approved by the Board of Supervisors (BOS). The full plan is attached to the 6/24/25 BOS agenda, Discussion Item D.6: https://urldefense.com/v3/_https://contra-costa.legistar.com/View.ashx?M=A&ID=1263109&GUID=85D1D8C1-B187-4B5D-BE4D-825726E05CD0_...!!LFxATBw!DmMgQ_rNgl6kxxlmMfkaxZJgYcARselMSWtftGVAcdzZ4-oe0DZ6imcNfew8DZof77OyDTu-kOWgRVWNNiufSVF9\$	Contra Costa Health (CCH), Community Financial Resources (CFR)	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	15%	Incentives
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.	In Progress	The Contra Costa Thrives Guaranteed Basic Income (GBI) Program is a county-led initiative providing consistent, unconditional monthly cash payments to approximately 170 vulnerable Contra Costa residents to reduce financial instability and offer immediate economic support. Shaped by national research, local data, and extensive input from community stakeholders and subject matter experts, the program will serve four priority groups: 1.Foster youth (19-21) in Independent Living Skills case management; 2.Young parents (18-26) with children under six engaged in CalWORKs Welfare-to-Work or Cal-Learn; 3.Individuals on probation returning to the community after incarceration; and 4.Low-income, housing-insecure older adults receiving APS. Participants will receive \$18,000 over 12 or 18 months. Multiple payment delivery options will be offered to meet participant preferences. EHSD began the implementation planning phase of Contra Costa Thrives in July 2025, with first payment expected to be issued in early 2026.	Contra Costa Health (CCH), Community Financial Resources (CFR)	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	15%	Incentives

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	<u>City of Richmond Update</u> *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-g18e-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/ <u>Contra Costa County Update:</u> Not Yet Started <u>City of San Pablo Update:</u> 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)	City of San Pablo: 30%	Incentives
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	<u>Contra Costa Health Update</u> 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)	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?	0%	exposure mitigation
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	<u>Contra Costa Health Update</u> 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)	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?	0%	exposure mitigation

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
H 2.1	Health	Reduce Air Pollution at Home	Support better access to home retrofits in the PTCA area	In Progress	Bay Area Health Homes Initiative (BAHHI) is complete. BAHHI worked to improve health outcomes for Contra Costa and Alameda residents by investing in home retrofits to reduce residential exposure to air pollution. Air District will send a final report to the funder that includes results of the program, best practices, opportunities and challenges.	Air District	Was the action implemented? (Y/N)	0%	exposure mitigation
H 2.2	Health	Reduce Air Pollution at Home	Support transition to electric appliances for PTCA residents	Ongoing	The funding landscape for electrification incentives has become unstable and uncertain due to recent Federal actions. The Air District continues to track changes in the funding landscape closely and continues to engage with partners to identify new potential funding sources that can augment existing resources. Recent state action has hindered local authorities ability to adopt "reach codes" that would promote or accelerate building electrification (e.g. 9th Circuit court decision against the City of Berkeley, and recent approval of AB 306 in the CA state budget which will freeze reach code adoption the next 6 years).	Air District	Was the action implemented? (Y/N)	0%	exposure mitigation
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	Was the action implemented? (Y/N)	0%	regulatory
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	<u>Contra Costa Health Update</u> 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. Over the next 5 years, 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.	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	Was the action implemented? (Y/N)	CCH: 20% City of San Pablo: 60%	regulatory

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	<u>City of San Pablo Update</u> 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 community 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. As part of a larger Zoning Ordinance clean-up effort, staff is working on introducing amendments to the Zoning Code, 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 will be presented to City Council by the end of summer 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	Was the action implemented? (Y/N)	CCH: 20% City of San Pablo: 60%	regulatory
H 2.5	Health	Reduce Air Pollution at Home	Reduce exposure to wood burning	In Progress	This action is a CSC Year 1 Priority for Engagement. H 2.5.1: Presentations have been made to Air District's Stationary Source Committee on potential rule development options. A White Paper was released for public review in November 2024 for comment. In June 2025, the Air District held two virtual public workshops to provide the public with an opportunity to learn about, discuss, and comment on the planned amendments to Regulation 5 and Rule 6-3. All comments received during this period were taken into consideration for the currently planned rule amendments. Proposed amendments for Reg 5 and Rule 6-3 will be considered for adoption by the Board of Directors on October 1, 2025. H 2.5.2: The Clean HEET program was launched in early 2024 to fund replacement of wood-burning fireplaces, stoves, and inserts with heat pumps. The solicitation for projects under this program closed on July 31, 2025. Across the Bay Area, this program has awarded \$318,000 and paid out \$120,000 for fireplace replacements. The Air District has two fireplace replacements in the PTCA area, out of 28 fireplace replacements Bay Area-wide. In PTCA area, incentive amount during Year 1 adds up to \$13,000, projecting 1.05 tons in emission reductions.	Air District	Was the action implemented? (Y/N) # of wood-burning heating equipment units replaced with heat pumps through incentive programs	H2.5.1 - 50% H2.5.2 - 100% complete, in terms of having a program open and offering incentives. ~10% complete, in terms of number of fireplace replacements in PTCA area.	exposure mitigation

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
H 2.6	Health	Reduce Air Pollution at Home	Create incentives for electric lawn and gardening equipment	In Progress	A Lawn and Garden program has been created by the Air District and is being readied for a pilot later this year. It will be launched for commercial lawn and garden equipment in late 2025. This means that the first solicitation will open for Bay Area small businesses in Year 2 of the PTCA. The bulk of the work will come later as we strive to find and fund projects in the PTCA communities after the program is up and running.	Air District	Was the action implemented? (Y/N) # of residential replacements or purchases of new electric lawn and garden equipment through Air District incentive program	80% complete, in terms of creation of a program ready to receive applications. 0% complete, in terms of the number of equipment replaced. (Program will not open until Yr 2 of this CERP.)	Incentives
H 3.1	Health	Promote Healthy Food Access	Expand CCHS programming to increase healthy food in retail settings in West Contra Costa County.	Not yet started	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 will be unable to sustain its current activities and is expected to sunset the project in Spring of FFY 2026.	Contra Costa Health (CCH)	A measure of impact: How many more retail stores provide fresh produce within the CERP community since the action was implemented?	0%	exposure mitigation
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)	Was the action implemented? (Y/N)	0%	exposure mitigation

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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.	City of Richmond, City of San Pablo, Contra Costa County	Was the action implemented? (Y/N)	City of San Pablo: 80%	Incentives
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 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	Was the action implemented? (Y/N)	City of San Pablo: 80%	Incentives
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.	In Progress	This action is in progress for unincorporated Contra Costa County (including North Richmond). In November 2024, following the recommendation of CCH, the County Board of Supervisors directed CCH to draft a county ordinance to promote the placement of healthy food at the point of sale in retail stores larger than 2,000 sq ft in unincorporated Contra Costa. As of June 2025, the Family and Human Services (FHS) committee has received a presentation from CCH staff regarding the updates to the Healthy Checkout ordinance. The committee requested additional information and a meeting to discuss the scope of the ordinance further.	Contra Costa Health (CCH)	Was the action implemented? (Y/N)	50%	regulatory

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
H 4.1	Health	Promote Resilience Centers	Advocate for funding for Resilience Centers	In Progress	<u>City of Richmond Update</u> *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/ <u>Contra Costa County Update</u> North Richmond Farm Resilience Center - unfortunately the grant was canceled. The County is now part of the class action lawsuit to try and get the funding back, but the likelihood of getting the funding back is unknown at this point.	City of Richmond, City of San Pablo, Contra Costa County	Was the action implemented? (Y/N)	City of San Pablo: 20%	Incentives
H 4.1	Health	Promote Resilience Centers	Advocate for funding for Resilience Centers	In Progress	<u>City of San Pablo Update</u> Enhancing Community Resilience is part of the San Pablo City Council Priority Workplan and some of the priorities outlined in the workplan includes 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.	City of Richmond, City of San Pablo, Contra Costa County	Was the action implemented? (Y/N)	City of San Pablo: 20%	Incentives
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. You can view sites open to the public 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. The Air District is working with the West Contra Costa Unified School District to gather information on eligible school sites. Next, the Air District will gather new quotes and assessments. Implementation of the projects is expected in Fall 2025. The 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.	Air District	Was the action implemented? (Y/N)	0%	exposure mitigation

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	This action is partially in progress, although elements are not feasible as currently written for Contra Costa Health (CCH) to implement. However, CCH did recently launch the CCH Atlas, a data dashboard that includes data on Particulate Matter. While CCH continues to add data to this dashboard, provision of the level of data requested in this action may not be fully achievable at this stage. The Atlas may become more refined depending on the data available, but it is important to note that Atlas is not intended as an educational tool. There is some climate at health-related community education available on the CCH Climate and Health webpage. Additionally, CCH has created 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)	Was the action implemented? (Y/N)	50%	exposure mitigation
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)	Was the action implemented? (Y/N)	50%	exposure mitigation
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)	0%	exposure mitigation
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?	0%	exposure mitigation

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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 that has a connection to the intent of Action H 6.2. Each agency has ongoing work that is advancing this action either directly or in support of the larger goal of the action. <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, support materials for HRAs, and advancing risk assessment methodology beyond traditional risk assessment methods (e.g. cumulative impacts assessment'). 'US EPA. Interim Framework for Advancing Consideration of Cumulative Impacts. November 2024; https://www.epa.gov/system/files/documents/2024-11/epa-interim-cumulative-impacts-framework-november-2024.pdf, or via https://www.epa.gov/cumulative-impacts	6.2.1: Office of Environmental Health and Hazard Assessment (OEHHA) 6.2.2: CARB 6.2.3: Air District	Was the action implemented? (Y/N)	0%	exposure mitigation
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	<u>Air District Advisory Council Update</u> Air District staff are working to facilitate engagement of the Air District's Advisory Council and the Community Advisory Council on the topic of cumulative impacts, with a focus on permitting, through the development of a work plan for arriving at a set of recommendations for the Board of Directors. The Air District's Advisory Council will meet next on Oct 6, 2025. At that meeting, OEHHA is slated to present an update on their ongoing cumulative impacts work. <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	Was the action implemented? (Y/N)	0%	exposure mitigation
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	Not yet started	Not yet started	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.	0%	facility risk reduction
LU 1.1	Land Use	Land Use	Support Envision CCC 2040, and Other General Plan and Zoning Updates	Ongoing	Contra Costa County will be adopting a new General Plan September 2024 which will contain new EJ, Sustainability and Health policies. Plan will also have a master index/list of referenced prior policies. The Air District reviews CEQA projects on an ongoing basis, including warehouse projects.	Air District		n/a	regulatory

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
LU 1.2	Land Use	Land Use	Community-Informed Amortization	In Progress	<u>City of Richmond Update</u> *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 <u>Contra Costa County Update</u> Nonconforming uses will be updated with the Zoning code update. <u>City of San Pablo Update</u> 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 on existing and new Code Enforcement cases.	City of Richmond, City of San Pablo, Contra Costa County		City of San Pablo: 50%	exposure mitigation
LU 1.3	Land Use	Land Use	Buffer Zones and/or Overlay Zones	In Progress	<u>Contra Costa County Update</u> 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. <u>City of San Pablo Update</u> 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 is currently working on updating the overlay to include more specific provisions for development. Draft language has been developed and adoption to occur later in 2025.	City of Richmond, City of San Pablo, Contra Costa County		City of San Pablo: 80%	exposure mitigation
LU 1.4	Land Use	Land Use	Site Development Standards and Conditions of Approval	In Progress	<u>Contra Costa County Update</u> 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. <u>City of San Pablo Update</u> 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%	regulatory

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
LU 1.5	Land Use	Land Use	Zoning Regulations and Business Permitting	In Progress	<u>City of Richmond Update</u> *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-g18e-2f2b487eb7f1&lang=English&Agenda=Agenda&Item=157&Tab=attachments <u>Contra Costa County Update</u> 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 Richmond, City of San Pablo, Contra Costa County		City of San Pablo: 100%	regulatory
LU 1.5	Land Use	Land Use	Zoning Regulations and Business Permitting	In Progress	<u>City of San Pablo Update</u> 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%	regulatory
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 (#)	0%	regulatory
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)	Was the regulation enforced? (Y/N)	0%	enforcement

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
M&R 1.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities	Incentivize ("Find and Fund") Emissions Reductions	In Progress	The Air District offers incentives for cleaner locomotives as part of its longstanding Heavy-duty Equipment Replacement Program. A solicitation for this program was open from September 2024 through February 2025. This program is anticipated to reopen in 2026. There are specific outreach efforts underway with locomotive operators in the Port of Richmond and to the rail operators in the PTCA area. They are aware of existing programs and funding opportunities. Conversations are ongoing about projects that rail operators could undertake and how to move them forward as soon as possible.	Air District	Direct emission reductions (#)	n/a	Incentives
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, it is currently designated as Not Yet Started. However, see Action Mobile 1.4 for a status update on ISR.	Air District		0%	exposure mitigation
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	Not yet started	Air District CARB	Outreach events held per year (#)	0%	exposure mitigation
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	2.1.1 and 2.1.2: The 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 vessel types have complied, with new requirements for auto carriers and tankers starting 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 strategies continue to test and apply for approval, while compliance rates in 2024 exceeded 95%. 2.1.3: 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 (#)	0%	regulatory
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 as there were no inspections in 2024.	California Air Resources Board (CARB)	See M&R 1.2	n/a	enforcement

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
M&R 2.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Incentivize ("Find and Fund") Emissions Reductions	In Progress	The Air District has provided funding for a shorepower project at the Port of Richmond. This project will enable Ocean Going Vessels (OGVs) to plug into electricity while docked, instead of using auxiliary diesel engines to provide on-board power for their operational systems and living quarters. Funding for this project was increased by \$1.6M (from \$1.0M --> \$2.6M) during Year 1 of the PTCA. Staff will continue to look for projects and funding opportunities for OGVs at ports, including oil tankers and auto carriers. These projects will reduce emissions when vessels are at port. Changes to OGV engines are required to changes emissions while in transit through the Bay or on the open ocean. Projected emission reductions for PTCA area during Year 1 add up to about 3.9 tons in NOx reductions.	Air District	See M&R 1.3	n/a	Incentives
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 and Mobile 1.4 (specifically with respect to the Nov 2024 Air District Board of Directors Stationary Source Committee Presentation)	Air District	See M&R 1.4	0%	exposure mitigation
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	See M&R 1.5	0%	exposure mitigation
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	<u>CARB Update</u> 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. <u>Air District Update</u> The Air District is tracking CARB's At Berth Regulation.	California Air Resources Board (CARB)	Was a regulation adopted (Y/N)	10%	regulatory
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	<u>CARB Update</u> 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. <u>Air District Update</u> The Air District is tracking CARB's Commercial Harborcraft Regulation.	3.11: CARB 3.12: Air District	Direct emission reductions (#)		regulatory

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
M&R 3.2	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Enforce Emissions Reductions for CHC	Ongoing	CARB does not have any inspections to report as there were no inspections in 2024.	California Air Resources Board (CARB)	See M&R 1.2		enforcement
M&R 3.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Incentivize ("Find and Fund") Emissions Reductions	In Progress	The Air District has offered incentives for cleaner commercial harborcraft as part of its longstanding Heavy-duty Equipment Replacement Program. A solicitation for this program was open from September 2024 through February 2025. This program is anticipated to reopen in 2026. However, the phase-in schedule for the commercial harborcraft regulation is steadily reducing the population of vessels with the "surplus emissions" (ie., unregulated emissions) that an incentive can pay to reduce. In the PTCA area during Year 1, one grant was awarded to replace two older diesel engines in commercial fishing vessels with lower-emitting engines. Incentive funding amounts to \$184,200, and projected emission reductions add up to 1.23 tons, primarily in NOx reductions.	Air District	See M&R 1.3	n/a	Incentives
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	See M&R 1.4	0%	exposure mitigation
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	See M&R 1.5	0%	exposure mitigation
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 1 Priority for Engagement. <u>CARB Update</u> CARB is beginning the rulemaking process for amendments to the Cargo Handling Equipment (CHE) rule. No formal documents or outreach yet. CARB is participating in site visits with CHE experts to begin the rulemaking process. <u>Air District Update</u> The Air District is tracking CARB's CHE amendments process.	4.1.1: CARB 4.1.2: Air District	Direct emission reductions (#)	25%	regulatory
M&R 4.2	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Enforce Emissions Reductions for CHE	Ongoing	CARB does not have any inspections to report as there were no inspections in 2024.	California Air Resources Board (CARB)	See M&R 1.2		regulatory

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
M&R 4.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Incentivize ("Find and Fund") Emissions Reductions	In Progress	The Air District has been offering incentives for cleaner cargo handling equipment as part of its longstanding Heavy-duty Equipment Replacement Program. A solicitation for this program was open from September 2024 through February 2025. This program is anticipated to reopen in 2026. During Year 1 of PTCA, Air District awarded six grants to replace older industrial, construction, and marine equipment with cleaner alternatives in the PTCA area, with the incentive amount adding up to \$1.57 million, and project emission reductions totaling 5.4 tons.	Air District	See M&R 1.3	n/a	Incentives
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	Air District	See M&R 1.4	0%	exposure mitigation
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	See M&R 1.5	0%	exposure mitigation
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 a Rule 11-18 Phase 2 facility. Rule 11-18 implementation for Phase 2 facilities will begin after the completion of Phase 1 facilities. 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)	0%	regulatory
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)	See M&R 1.2 for defining what hubs need enforcement prioritized	0%	regulatory

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	In Progress	The Air District has been offering incentives for replacement of equipment that operates at warehouses and similar cumulative impact facilities as part of its longstanding Heavy-duty Equipment Replacement Program. A solicitation for this program was open from September 2024 through February 2025. This program is anticipated to reopen in 2026. The Air District also offers a vehicle retirement program called Vehicle Buy Back. During the first year of the PTCA, this program paid residents \$1,500 to retire an older vehicle. Going forward, Vehicle Buy Back will pay \$2,000 per retired vehicle.	Air District	See M&R 1.3 for opportunities to explore the feasibility and availability of incentives as a mechanism for change	Emission reductions for activity related to warehouses are included with the report-out of emission reductions under Mobile 5.2. Included here are data associated with individual passenger vehicle retirement that are also relevant to Mobile 5.3.	Incentives
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	See M&R 1.4	0%	exposure mitigation
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.	0	See M&R 1.5	0%	exposure mitigation

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	<u>Air District Update</u> Not Yet Started. Air District will generally track CARB's Cargo Handling Equipment amendments (see M&R 4.1). <u>CARB Update</u> CARB is assessing zero emission options for non-truck TRUs and plan to take a second rulemaking (Part 2) to the Board for consideration in 2025. Staff is continuing to develop and refine concepts to increase the use of zero-emission truck and non-truck transport refrigeration units (TRU Part 2). The 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 planned to host an informational update workshop on TRU Part 2 in July 2025.	Air District	Did Air District evaluate the potential for stronger CHE requirements, and were those amendments incorporated into the regulation? (yes/no)	0%	regulatory
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	Estimate of the emissions/exposure from existing freight	0%	exposure mitigation
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	Air District is continuing working on the development of a local model ordinance for truck-attracting businesses.	Air District	Was a model policy/ordinance developed? (Y/N) Was a model policy/ordinance adopted by a local jurisdiction? (Y/N)	20%	regulatory
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 reviewing 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	Was a policy review completed and opportunities identified for stricter emission requirements? (Y/N)	0%	regulatory

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Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	Presentations on indirect sources were delivered to the Air District Board of Director's Stationary Source Committee in March, September, and November 2024, and most recently in March 2025. These updates included overviews of regulatory efforts across California—such as those led by the South Coast Air Quality Management District (SCAQMD), San Joaquin Valley Air Pollution Control District (SJVAPCD), and San Diego County Air Pollution Control District (SDAPCD)—as well as relevant mobile source regulations developed by the California Air Resources Board (CARB). Presentations also covered relevant local actions to address indirect sources, including long-range planning, ordinance development, and local land use decision making. Additionally, staff reviewed emissions contributions from sources including trucks, trains, and marine vessels.	Air District	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)	0%	regulatory
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	Have criteria linking safety improvements, inefficient transportation infrastructure, and air quality projects been developed? (Yes/No - provide details in narrative update)	0%	exposure mitigation
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	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?	0%	exposure mitigation
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	List of funding sources and proposed dollar amount identified for traffic improvements	0%	Incentives

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	<u>Air District Update</u> 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 implementation 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). <u>CARB Update</u> CARB staff is working on a potential Tier 5 proposal, including evaluating adjustments for off-road emission reductions based on the Governor's Executive Order N-27-25 (June 12, 2025). The schedule for developing this proposal and implementation timing is being extended.	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)	0%	regulatory
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, which passed in 2024, now establishes certain standards for facilities to follow city approved truck routes. It requires a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county, as prescribed. Under AB 98, except for jurisdictions in a warehouse concentration region, cities and counties must update their Circulation Elements by January 1, 2028 to require all new logistics uses be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses by January 1, 2028. Additionally, cities and counties will be required to post signage indicating the location of established truck routes and make this information available to the public through a geographic information system. 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	0%	exposure mitigation

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	<u>City of San Pablo Update</u> 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)	Has a process for a TMP been created with WCCTAC? (Y/N) Yes - discuss progress, next steps, and outcomes No - discuss next steps	0%	regulatory
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.	Not yet started	The Air District is tracking results from an ongoing road dust study in West Oakland. Final results are anticipated sometime in 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	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	0%	exposure mitigation
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	<u>City of Richmond and Contra Costa County Updates</u> Not yet started. Dependent on the outcomes of Mobile 4.1 <u>City of San Pablo Update</u> 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	Have equitable street sweeping programs been implemented? (Y/N)	City of San Pablo: 50%	regulatory

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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	<u>City of Richmond and Contra Costa County Updates</u> Not yet started. Dependent on the outcomes of Mobile 4.1 and the implementation of Mobile 4.2 <u>City of San Pablo Update</u> 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	If identified, has equitable street sweeping been implemented in any newly prioritized neighborhoods(yes/no)?	City of San Pablo: 50%	exposure mitigation
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	<u>CARB Update</u> 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)	CARB enforcement reporting	0%	enforcement
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	During Year 1, the Air District awarded 9 grants to replace older industrial, construction, and marine equipment with cleaner alternatives in the PTCA area. Incentive amounts for these grants add up to \$2.06 million, with projected emission reductions of 28.5 tons. The Air District opened a solicitation for trucks with diesel refrigeration units (Transportation Refrigeration Units or TRUs) in May 2025. Applications were received from around the Bay Area and are currently under review. The Air District is developing a new program that will provide an incentive for small business owners of small fleets to upgrade their heavy-duty diesel trucks to electric. This program is being developed and may launch in 2026-27 (Year 3 of PTCA Implementation).	Air District	Incentive funds awarded and emission reduction estimates	n/a	Incentives

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Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
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's Clean Cars for All Program provides income qualified residents up to \$12,000 to replace their older vehicles with a cleaner vehicle or mobility option (for public transit or electric bicycles). The program closed on June 25, 2025 but will reopen in August 2025. During Year 1, 84 grants were awarded in the PTCA area under this program. The Air District's Vehicle Buy Back (VBB) program provides funding to owners to scrap their older light-duty cars and trucks. The program is open continuously, and as of July 1, 2025, the amount provided for each vehicle was increased from \$1,500 to \$2,000 to encourage greater participation. During Year 1, 25 grants were awarded in the PTCA area under this program. Total incentive amount for both above program adds up to \$870,245. Emission reductions are projected to be around 2 tons. The Air District's Charge! Program provides funding to offset a portion of the cost to purchase and install new publicly accessible electric vehicle (EV) chargers for businesses and organizations. The program opened on February 19, 2025 and closed on June 6, 2025.	Air District	Incentive funds awarded and emission reduction estimates	0%	Incentives
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	<u>Air District Update</u> 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 in 2026.	Transit operators, e.g., AC Transit, WestCAT, Vine, Sol Trans, Golden Gate Transit + School Districts	# of new clean buses deployed in PTCA area	0%	regulatory
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)	List of most impacted areas in Plan communities, and # of new bike and scooter-share stations added, if applicable	0%	exposure mitigation
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	0%	exposure mitigation

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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)	List of funding sources and approximate dollar amount available for public transit operations	0%	Incentives
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 October 2024. 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=416940d72d4b4aac98867c5d56ea2297&sc_lang=en	Air District	Resources dedicated to early CSC implementation priorities	100%	exposure mitigation
R 1.2	Resource PTCA Implementation	Resource PTCA Implementation	Co-develop and implement an annual Implementation Plan	Ongoing	This action is a CSC Year 1 Priority for Engagement. The CSC provided feedback on Year 1 Action priorities in late 2024 and early 2025. The PTCA Year 1 Implementation Plan was finalized in October 2024. Annual reporting will occur on a recurring basis in October starting in 2025. Implementation Planning is ongoing as well.	Air District	Annual Implementation Plan; Annual report to Board on successes and challenges.	n/a	exposure mitigation
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 Implementation Plan served as a valuable input for determining resource needs and budget planning. Future implementation plans will function in the same manner. This is an Ongoing action.	Community Steering Committee (CSC)	Inclusion of PTCA Plan implementation resource needs in annual budget recommendation to the Board		exposure mitigation
R 1.4	Resource PTCA Implementation	Resource PTCA Implementation	Engage with Air District on Strategic Planning	In Progress	This is a CSC-Led Action. PTCA input was incorporated into the Strategic Plan. This was been accomplished by CSC engagement as well as by creation of the Year 1 Implementation Plan. Several CSC members attended one of the public webinars for the Strategic Plan and engaged during the public comment period. Additionally, the Year 1 Implementation Plan provides 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	0%	exposure mitigation
UG 1.1	Urban Greening	Urban Greening	Plant Street Trees and Vegetation in Priority Neighborhoods	Not yet started	Not yet started	Air District	Has a tree and vegetation planting program been implemented throughout the PTCA area?	0%	exposure mitigation
UG 1.2	Urban Greening	Urban Greening	Education and Funding Opportunities	Not yet started	Not yet started	Community Steering Committee (CSC)	Have there been grants received to support urban greening initiatives? List these and the dollar amount	0%	exposure mitigation

*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 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
UG 13	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> 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 MWEL0 reporting each year.	City of Richmond, City of San Pablo, Contra Costa County	Have there been any changes to city regulations that promote urban greening for new development?	City of San Pablo: 80%	regulatory
UG 14	Urban Greening	Urban Greening	Green Workforce Development	In Progress	<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> Not yet started	City of Richmond, City of San Pablo, Contra Costa County	How many people have been trained and hired into green workforce development programs?	City of San Pablo: 50%	exposure mitigation

Appendix 1A: PTCA Action Tracker

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description*	Year 1 Status	Qualitative Update	Action Implementer	Metric	Percent (%) Complete	Action Type
UG 14	Urban Greening	Urban Greening	Green Workforce Development	In Progress	<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. *Six neighborhood champions were hired during 2025 (as of July).	City of Richmond, City of San Pablo, Contra Costa County	How many people have been trained and hired into green workforce development programs?	City of San Pablo: 50%	exposure mitigation

Appendix 1B:
Emission Benefits and Incentives

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

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description	Year 1 Status	Incentive Description	Incentive Amount (\$)	Projected Emission Reductions (Tons, totals when projects are complete)			
							NOx	ROG	PM	Total
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	1,300,000	--	--	--	--
H 2.5	Health	Reduce Air Pollution at Home	Reduce exposure to wood burning	In Progress	Two grants to replace wood-burning fireplaces with electric heat pumps in PTCA area	13,000	0.09	0.00	0.96	1.05
M&R 2.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations	Incentivize ("Find and Fund") Emissions Reductions	In Progress	One increase in grant funding for shore power installation at Port of Richmond (from \$1.0 million to \$2.6 million)	1,600,000	3.89	0.00	0.00	3.89
M&R 3.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft	Incentivize ("Find and Fund") Emissions Reductions	In Progress	Two engine replacements for a commercial fishing vessel, switching older diesel engines with lower-emitting engines	184,200	1.14	0.06	0.03	1.23
M&R 4.3	Marine and Rail	Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment	Incentivize ("Find and Fund") Emissions Reductions	In Progress	5 cargo-handling equipment replacements switching to cleaner alternatives and one installation of new supporting infrastructure	1,570,000	5.00	0.27	0.12	5.39

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

Action #	Community Concern Thematic Area	Strategy Name	Short Action Description	Year 1 Status	Incentive Description	Incentive Amount (\$)	Projected Emission Reductions (Tons, totals when projects are complete)			
							NOx	ROG	PM	Total
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	9 construction and industrial equipment replacements switching to cleaner alternatives	2,060,000	24.95	2.21	1.31	28.47
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	25 grants to owners to scrap their older light-duty cars and trucks. 58 grants to scrap their older light duty cars and replace them with cleaner vehicles or mobility options	616,245	0.85	0.82	0.25	1.92
					Totals	7,343,445	35.9	3.4	2.7	42.0

Appendix 2:
PTCA Emissions Management Report

Emissions Management Report

This Emissions Management Report is an accompaniment to The Path to Clean Air (PTCA) Annual Report. It provides an update to the Path to Clean Air Plan Appendix C: Supplemental Technical Information – Emissions and Modeling, published December 2023. Appendix C provided an overview of the emissions inventory development process, specific to the 2021 emissions inventory for Chevron Refinery and Chevron Bulk Terminal.

The Chevron Refinery in Richmond, CA has historically contributed to a high percentage of the emissions in the PTCA. For example, over 60% of local PM_{2.5} emissions in the PTCA CERP boundary are from Chevron, as shown in PTCA Plan Chapter 5. This report builds on the previous Appendix C by not only summarizing emissions from stationary sources located at Chevron Refinery and Chevron Bulk Terminal but also providing a comparison of emissions between 2021 and 2023 for other Title V facilities within the PTCA community. These facilities include: West Contra Costa County Landfill, Chemtrade West, and Richmond Products Terminal.

In summary, this emissions review showed that annual criteria air pollutant (CAP) emissions generally decreased at Chevron Refinery and Chevron Bulk Terminal and other Title V facilities between 2021 and 2023. For Chevron Refinery and Chevron Bulk Terminal, initial analyses indicate these emission reductions were attributable to a decrease in overall fuel combustion (i.e., burning) at the cogeneration engines, a decrease in diesel fuel combustion, and process modifications, such as the doubling of desulfurization catalyst usage at Chevron's fluidized catalytic cracking unit (FCCU). For toxic air contaminants (TACs), emissions updates are still underway for Chevron Refinery as part of finalizing the Rule 11-18 draft HRA for that facility. This document outlines a path forward for developing a new 2021 baseline inventory for Chevron Refinery and Chevron Bulk Terminal that can serve as a point of reference for future analyses of TAC emissions trends.

Chevron Refinery and Chevron Bulk Terminal

To better understand how the emissions inventory changes over time, criteria air pollutant emissions data from the 2021 PTCA Plan Appendix C are compared against the most recently available inventory. The 2023 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 2023 inventory to account for

additional sources that were identified during the review¹. This report includes data for five Criteria Air Pollutants (CAPs) and a narrative update for toxic air contaminant emissions outlining ongoing improvements in estimation methods. These improvements in TAC emissions will be used to set a more accurate, 2021 TAC baseline to allow for tracking future changes in emissions through subsequent emissions inventories. In addition, the TAC air monitoring data from Chevron’s fenceline air monitoring and ground level air monitoring systems and the Air District’s refinery community air monitoring stations will be used to track the ground-level concentrations of certain TACs at the fenceline and in the nearby community, providing another way to identify emissions, particularly ground-level fugitive emissions, that may be underestimated or not included in the emissions inventory.

Criteria Air Pollutant Emissions

The 2023 inventory includes changes to criteria air pollutant (CAP) emissions. **Table 3** summarizes emissions of nitrogen oxides (NO_x), total organic gases (TOG), sulfur dioxide, particulate matter with aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}), and carbon monoxide (CO). TOG emissions include Precursor Organic Compounds (POC) and Non-Precursor Organic Compounds (NPOC). These pollutants are either criteria air pollutants (CAPs) or species that serve as precursors to the formation of ozone in the atmosphere. POCs affect ozone concentrations downwind of where they are emitted, likely outside the PTCA area.

Table 3: 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	% Change
CO		432	275	-36%
NO _x		746	706	-5%
PM _{2.5}		434	406	-7%
SO ₂		420	243	-42%
TOG	POC	507	627	-11%
	NPOC	198		

¹ Specifically, emissions were added for two hydrogen plant furnaces (Sources S4471 and S4472) that were missing from the 2023 data. In addition, emissions for a hot oil furnace (Source S4332) were corrected.

Annual criteria air pollutant emissions of CO, NO_x, PM_{2.5}, SO₂ and TOG decreased between the 2021 PTCA Plan Appendix C and 2023 CEIDARS inventories. Generally, the decrease in emissions of CO, NO_x and PM_{2.5} is attributable to a decrease in combined fuel combusted at the cogeneration engines and a decrease in diesel fuel combustion. While the total emissions decreased, the emissions by process type, as shown in **Table 4**, both increased and decreased depending on the sources. For example, initial analyses indicate the increase in CO, NO_x, PM_{2.5}, SO₂ and TOG emissions from the STORAGE/TRANSPORT CONTAINER CLEANING (DRUMS-TANKERS-ETC.) process type can be traced to an increase in throughput from 2021 to 2023. The decrease in SO₂ emissions from the CATALYTIC CRACKING process type is attributable to the doubling of desulfurization catalyst usage at the fluidized catalytic cracking unit. Additionally, the decrease in SO₂ emissions from the VAPOR RECOVERY/FLARES is attributable to a decrease in the volume of sulfur-containing gas to the flares and increase in the volume of hydrotreated streams (containing less sulfur). This decrease in SO₂ is further confirmed by the flare data reported by refineries under the flare monitoring requirements of Regulation 12, Rule 11, Section 401.

Path to Clean Air
Emissions Management Report
Year 1 Implementation – September 2025

Table 4: 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		NO _x		PM _{2.5}		SO ₂		POC	POC+NPOC	POC+NPOC
	2021	2023	2021	2023	2021	2023	2021	2023	2021	2021	2023
BACKUP GENERATOR (BUG)	1.46	0.86	5.18	4.12	0.16	0.12	0.01	0.01	0.08	0.10	0.04
BARGE LOADING	0.97	1.27	2.41	0.87	0.33	0.05	0.06	0.02	23.1	23.4	2.28
BOILER PROCESS HEATER	45.3	82.9	472	480	80.6	74.3	36.1	48.3	59.8	158	187
CATALYTIC CRACKING	40.4	46.9	83.1	82.6	165	163	164	112	6.03	29.5	29.4
COATING AND CLEANUP					0.007	0.008			0.08	0.08	0.14
COGENERATION	240	0.52	142	69.8	49.8	43.5	19.8	17.4	53.9	74.1	64.7
COOLING TOWERS					126	110			7.08	7.08	8.31
FUGITIVES					<0.001	<0.001			33.7	69.2	85.3
GASOLINE DISPENSING									0.094	0.094	0.11
GENERATOR	23.1	0.22	11.6	0.31	0.20	0.01	0.05	<0.001	0.84	0.88	0.04
INCINERATION	0.07	0.07	0.026	0.026					0.19	0.19	0.19
OTHER	1.00	42.2	0.66	16.3	1.34	5.21	0.05	22.1	0.62	0.77	0.39
STORAGE/TRANSPORT CONTAINER CLEANING (DRUMS-TANKERS-ETC.)	0.28	12.8	0.69	8.76	0.09	0.55	0.02	0.20	6.59	6.68	23.0
STORAGE TANK					0.71	0.27	0.59	0.22	103	113	92.1
SULFUR PLANTS	40.1	56.9	15.4	25.3	5.52	6.69	24.6	29.7	0.42	0.84	1.71
SURFACE BLASTING					<0.001	<0.001					
TANK CARS AND TRUCKS - WORKING LOSSES				<0.001				<0.001	22.3	22.3	16.1
TANKER LOADING	1.75	14.7	4.37	10.1	0.59	0.63	0.11	0.23	41.8	42.3	26.4
VAPOR RECOVERY/FLARES	37.8	15.8	7.82	7.00	3.33	1.52	174	12.7	51.6	60.6	37.1
WASTEWATER TREATMENT									96.6	96.6	52.9
Totals	432	275	746	706	434	406	420	243	507	706	627

Toxic Air Contaminant Emissions

Unlike criteria air pollutant emissions, meaningful comparisons between 2021 and 2023 toxic air contaminant (TAC) emissions from Chevron Refinery are not available at this time due to ongoing improvements in the TAC inventory. While the emissions inventory remains a useful tool for understanding overall sources and emissions trends, it has limitations, especially for complex facilities where operating conditions vary. This section describes the ongoing process to improve TAC emissions estimates and to reset the 2021 baseline inventory so emissions changes can be tracked more reliably going forward.

Facility-wide TAC emissions are historically and currently tracked and reported through the California Emissions Inventory Development and Reporting System (CEIDARS) and the state's Criteria and Toxics Reporting (CTR) regulation. These emissions are evaluated and determined during the permit application and renewal processes. Emission calculations rely on a mixture of site specific and default speciation profiles based on the source type.

In 2022, the Air District published the findings of the Heavy Liquids Study (HLS), a study aimed at improving the estimation and speciation of organic emissions from fugitive leaks in refinery components (e.g. valves, connectors, etc.). While the HLS improved the accuracy of estimating TOGs, the TAC speciation of these streams is still being verified.

To address these challenges, and as part of Rule 11-18 implementation, Chevron Refinery is sampling streams from several sources to better characterize processes with uncertain TAC speciation profiles, such as fugitive streams and tanks. The review of this new sampling data is not yet complete, and a subsequent revision to TAC emissions estimates is needed. For this reason, TAC emissions are not yet included in this year's Emissions Management Report.

Compiling an emissions inventory for a complex facility like Chevron Refinery is an iterative process, through which 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. Additionally, the type of emissions (e.g., combustion vs. fugitive) affects the estimation methodology. For example, fugitive emissions from equipment leaks are more difficult to estimate and tend to be ground-level releases. In order to track these emissions accurately, we use concentration data and measurements from the Leak Detection and Repair (LDAR) program operated by

Chevron Refinery. In addition, the Air District is placing greater emphasis on directly monitoring air pollutant concentrations at and around the facility.

The Air District's Refinery Community Air Monitoring Program consists of two types of air monitoring: fenceline air monitoring conducted by Chevron according to Air District requirements and expanded air monitoring stations operated by the Air District in communities near each refinery. Fenceline air monitoring at the Chevron Refinery provides continuous measurements of certain TACs at multiple locations around the facility boundary². Information about Chevron's fenceline air monitoring systems and the Air District's oversight of their implementation of these requirements is on the [Air District website](#)³.

The data from the refinery fenceline air monitoring systems and near-source air monitoring stations offers a more direct way to track changes in ambient concentrations at the edge of the facility over time and to identify potential contributing emissions sources when elevated levels are detected. In comparison to emissions monitoring in fuel streams or in facility stacks, fenceline air monitoring is especially useful for capturing the impacts of fugitive sources of emissions released at or near ground level. These fugitive emissions are difficult to quantify with emissions estimation methods, so if a significant source of emissions is under-characterized in the inventory, the fenceline air monitoring data can give a fuller picture related to the refinery's emissions. TAC levels measured at the fenceline and the nearby community can reflect impacts from other nearby stationary, area, and mobile sources, so ascribing smaller variations in the TAC levels to the refinery rather than other nearby sources can be difficult. Combining fenceline data with improved inventory methods will strengthen our understanding of the TAC emissions trends in the PTCA area and the potential impacts in the community and help ensure that reductions observed in the inventory are also reflected in the air that surrounding communities breathe.

² Information about Chevron's fenceline air monitoring systems and the Air District's oversight of their implementation of these requirements is on the Air District website at <https://www.baaqmd.gov/en/plans-and-climate/air-quality-plans/fenceline-monitoring-plans>

³ The requirements for Chevron to conduct fenceline air monitoring are part of Rule 12-15. Initial work to strengthen these requirements by revising the rule is underway and initial concepts and rule development timelines will be discussed with the Refinery Technical Working Group on October 27, 2025, followed by other opportunities to engage throughout the rulemaking process.

In summary, the insights gained from the emissions-related sampling and air monitoring will be used to:

- Establish a more accurate 2021 baseline for TAC emissions, which will be used to track changes in emissions for subsequent years.
- Verify whether changes in inventory estimates correspond to measured changes in TAC concentrations in the air at or near the fenceline.
- Support Rule 11-18 emissions inventory and subsequent health risk assessment (HRA) with the best available data.

The Air District remains committed to providing accurate, transparent, and up-to-date emissions data for the PTCA community.

Other Title V Facilities

Though Chevron was the main focus of these emissions updates, 2021 and 2023 CEIDARS data for other Title V facilities in the PTCA area were also reviewed.

Tables 5a and 5b summarize CAP emissions from other Title V facilities for 2021 (Table 5a) and 2023 (Table 5b). In general, CAP emissions from these facilities decreased between 2021 and 2023, though total NO_x emissions show a modest 3% increase over that time. This NO_x increase was due to emissions from two boilers (Units 84 and 85) at Richmond Products Terminal that were included in the 2023 CEIDARS data but not the 2021 CEIDARS data.

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
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
TOTAL	38.4	171.8	14.0	1,430.5	12.2
Percentage change from 2021	-27%	-8%	+3%	-13%	-38%

Table 6 shows TAC emissions for these facilities, which include Chemtrade West, the West Contra Costa County Landfill, and the Richmond Products Terminal. Total TAC emissions and cancer TWE from these facilities show modest increases between 2021 and 2023, while chronic TWE decreased by 65%. Reductions in chronic TWE are largely tied to lower emissions from the sulfuric acid plant at Chemtrade West.

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	2021	2023	2021	2023
Chemtrade West	5.6	1.6	91.6	67.4	182.8	47.4
West Contra Costa County Landfill	125.1	134.3	951.2	1,033.3	24.8	25.9
Richmond Products Terminal	0.1	0.3	17.0	26.1	0.3	0.14
TOTAL	130.8	136.2	1,059.8	1,126.8	207.9	73.4

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