

BOARD OF DIRECTORS
COMMUNITY EQUITY, HEALTH, AND JUSTICE COMMITTEE
November 12, 2025

COMMITTEE MEMBERS

NOELIA CORZO– CHAIR
DIONNE ADAMS
MONICA BROWN
JOELLE GALLAGHER
MARK SALINAS
STEVE YOUNG

JOHN GIOIA – VICE-CHAIR
BRIAN BARNACLE
BRIAN COLBERT
RAY MUELLER
SHAMANN WALTON

**MEETING LOCATION(S) FOR IN-PERSON ATTENDANCE BY
COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC**

Bay Area Metro Center
Yerba Buena
375 Beale Street
San Francisco, CA 94105

Benicia City Hall
250 East L. Street
Conference Room 2
Benicia, CA 94510

Napa County Administration Building
1195 Third Street, Suite 310
County Executive's Office
Napa, CA 94559

Pittsburg City Hall
65 Civic Ave., Room, 301A
Pittsburg, CA 94565

THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED

These streaming options are provided for convenience only. In the event that streaming connections malfunction for any reason, the Community Equity, Health and Justice Committee reserves the right to conduct the meeting without remote webcast and/or Zoom access.

The public may observe this meeting through the webcast by clicking the link available on the air district's agenda webpage at www.baaqmd.gov/bodagendas.

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/81106820134>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is:
811 0682 0134

Public Comment on Agenda Items: The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.

The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is *per se* disruptive to a meeting and will not be tolerated.

COMMUNITY EQUITY, HEALTH, AND JUSTICE COMMITTEE MEETING AGENDA

WEDNESDAY, NOVEMBER 12, 2025

1:00 PM

Chairperson, Noelia Corzo

1. **Call to Order - Roll Call**

The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members.

2. **Pledge of Allegiance**

CONSENT CALENDAR (Item 3)

The Consent Calendar consists of routine items that may be approved together as a group by one action of the Committee. Any Committee member or member of the public may request that an item be removed and considered separately.

3. **Approval of the Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of May 14, 2025**

The Committee will consider approving the Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of May 14, 2025.

ACTION ITEM(S)

4. **Community Advisory Council Recommendation of New Membership Slate**

The Committee will consider recommending to the Board of Directors the new Community Advisory Council membership slate for appointment to the Community Advisory Council. This item will be presented by Lisa Flores, Staff Specialist II in the Environmental Justice Division.

INFORMATIONAL ITEM(S)

5. Community Emissions Reduction Plan Update for the East Oakland Assembly Bill 617 Community

The Committee will review and discuss an update on Assembly Bill 617 Right to Breathe: East Oakland Community Air Quality Justice Plan development and community engagement process. This item will be presented by Alicia Parker, Acting Manager in the Planning and Climate Protection Division.

6. Year 1 Annual Report for the Richmond-North Richmond-San Pablo Path to Clean Air Assembly Bill 617 Community

The Committee will review and discuss the Year 1 Annual Report for the Richmond-North Richmond-San Pablo Path to Clean Air Assembly Bill 617 Community highlighting strategy and action progress from the first year of implementation. This item will be presented by Laura Cackette, Principal Environmental Planner in the Planning and Climate Protection Division.

7. Draft Guidelines: Local Community Benefits Fund for Benicia, Richmond, and Surrounding Communities

The Committee will consider and discuss the Draft Guidelines for the Local Community Benefits Fund, administered by the Community Investments Office. The Local Community Benefits Fund reinvests penalties and mitigation funds in the specific communities affected by the air quality violations associated with those funds. This first round of the Local Community Benefits Fund will cover the geographies of Benicia, Richmond and surrounding areas. Public comment on the Draft Guidelines will be open until November 25, 2025. This item will be presented by Emi Wang, Community Investments Officer in the Community Investments Office.

OTHER BUSINESS

8. Public Comment on Non-Agenda Matters

Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee. Members of the public will have two minutes each to address the Committee, unless a different time limit is established by the Chair. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is per se disruptive to a meeting and will not be tolerated.

9. Committee Member Comments

Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)

10. Report of the Deputy Executive Officer of Equity and Community Programs

11. Time and Place of Next Meeting

Wednesday, December 10, 2025, at 1:00 p.m. The meeting will be held in-person at the Bay Area Metro Center and at satellite locations as may be specified on the meeting agenda using a remote teleconferencing link. Members of the Community Equity, Health, and Justice Committee and the public may attend at any of those in-person locations, and members of the public may also attend virtually via webcast.

12. Adjournment

The Committee meeting shall be adjourned by the Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
vjohnson@baaqmd.gov

(415) 749-4941
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the Air District's offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

The Bay Area Air District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District's policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at www.baaqmd.gov/accessibility to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Diana Ruiz, Acting Environmental Justice and Community Engagement Officer at (415) 749-8840 or by email at druiz@baaqmd.gov.

BAY AREA AIR DISTRICT
375 BEALE STREET, SAN FRANCISCO, CA 94105
FOR QUESTIONS PLEASE CALL (415) 749-4941

EXECUTIVE OFFICE:
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

NOVEMBER 2025

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Stationary Source Committee	Wednesday	12	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Equity, Health, and Justice Committee	Wednesday	12	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Policy, Grants and Technology Committee	Wednesday	19	10:00 a.m.	1 st Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	19	1:00 p.m.	1 st Floor Board Room
Community Advisory Council Meeting	Thursday	20	6:00 p.m.	1 st Floor, Yerba Buena Room

DECEMBER 2025

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Nominating Committee	Wednesday	3	9:00 a.m.	1 st Floor Board Room
Board of Directors Meeting	Wednesday	3	10:00 a.m.	1 st Floor Board Room
Advisory Council Meeting	Monday	8	10:00 a.m.	1 st Floor Board Room
Advisory Council Meeting	Monday	8	1:00 p.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee	Wednesday	10	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Equity, Health, and Justice Committee	Wednesday	10	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Policy, Grants and Technology Committee	Wednesday	17	10:00 a.m.	1 st Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	17	1:00 p.m.	1 st Floor Board Room

BAY AREA AIR DISTRICT
Memorandum

To: Chairperson Noelia Corzo and Members
of the Community Equity, Health and Justice Committee

From: Philip M. Fine
Executive Officer/APCO

Date: November 12, 2025

Re: Approval of the Draft Minutes of the Community Equity, Health, and Justice
Committee Meeting of May 14, 2025

RECOMMENDED ACTION

Approve the Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of May 14, 2025.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of May 14, 2025.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

ATTACHMENT(S):

1. Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of May 14, 2025

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105
(415) 749-5073

Community Equity, Health, and Justice Committee Meeting
Wednesday, May 14, 2025

DRAFT MINUTES

This meeting was webcast, and a video recording is available on the website of the Bay Area Air Quality Management District at [Board Resolutions, Agendas, and Minutes](#)

CALL TO ORDER

1. **Opening Comments:** Community Equity, Health, and Justice Committee (Committee) Vice Chairperson, John Gioia, called the meeting to order at 1:04 p.m.

Roll Call:

Present, In-Person (Bay Area Metro Center, 375 Beale Street, 1st Yerba Buena Room, San Francisco, CA, 94105): Chairperson Noelia Corzo; and Directors Mark Salinas and Shamann Walton.

Present, In-Person Satellite Location: (Office of Contra Costa County Supervisor John Gioia, 11780 San Pablo Ave., Suite D, Conference Room, El Cerrito, CA 94530): Vice Chairperson John Gioia; and Director Steve Young.

Present, In-Person Satellite Location: (Napa County Administration Building, 1195 Third Street, Suite 310, Crystal Conference Room, Napa, CA 94559): Director Joelle Gallagher.

Present, In-Person Satellite Location: (Marin County, District 2, Office of Marin County Supervisor Brian Colbert, 3501 Civic Center Dr., Room 324A, San Rafael, CA 94903): Director Brian Colbert.

Present, In-Person Satellite Location: (San Mateo County Board of Supervisors Offices, 500 County Center, 5th Floor, Redwood City, CA 94063): Director Ray Mueller.

Absent: Directors Dionne Adams, Brian Barnacle, Monica Brown.

2. **PLEDGE OF ALLEGIANCE**

CONSENT CALENDAR

3. APPROVAL OF THE DRAFT MINUTES OF THE COMMUNITY EQUITY, HEALTH, AND JUSTICE COMMITTEE MEETING OF APRIL 9, 2025

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Young made a motion, seconded by Director Walton, to approve the Draft Minutes of the Community, Equity, Health, and Justice Committee Meeting of April 9, 2025; and the motion carried by the following vote of the Committee:

AYES:	Colbert, Gallagher, Gioia, Mueller, Salinas, Walton, Young.
NOES:	None.
ABSTAIN:	None.
ABSENT:	Adams, Barnacle, Brown, Corzo.

ACTION ITEM

4. AUTHORIZATION TO CONTINUE FUNDING AND TO EXECUTE MASTER SERVICES AGREEMENT WITH IQAIR FOUNDATION FOR HOME AND SCHOOL AIR FILTRATION PROGRAMS

Anna Lee, Environmental Justice Manager, gave the staff presentation *Home and School Air Filtration Program Funding*, including: outline; School Air Filtration Program background and outcomes; Home Air Filtration Program background and outcomes; community impact; Community Air Protection incentives; proposal to expand program impact; and recommended action.

NOTED PRESENT: Chair Corzo was noted present at 1:11 p.m.

Public Comments

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

Committee Comments

The Committee and staff discussed whether the Committee was being asked to vote on a recommendation to the Board that would include a list of particular schools, and concern that certain schools in the Richmond/San Pablo area are not being prioritized but should be; the desire for Air District intervention regarding the operation of rock quarries in Napa County, as well as for the extension of the home and school air filtration programs into Napa County; the number of public elementary schools that have been identified in Bayview Hunters Point/Southeast San Francisco to receive new filtration systems, as an expansion/continuation of the School Air Filtration Program; and whether the continuation of these programs will require Board action.

Committee Action

Director Salinas made a motion, seconded by Director Walton, to recommend that the Board allocate \$4,000,000 of Community Air Protection Incentives funding to support Home and School Air Filtration Programs and authorize the Executive Officer/Air Pollution Control Officer (APCO) to execute a Master Services Agreement with IQAir Foundation in an amount of \$3,000,000 to support the continuation of a School Air Filtration Program; and the motion carried by the following vote of the Committee:

AYES:	Colbert, Corzo, Gallagher, Gioia, Mueller, Salinas, Walton, Young.
NOES:	None.
ABSTAIN:	None.
ABSENT:	Adams, Barnacle, Brown.

INFORMATIONAL ITEM

5. COMMUNITY PERSPECTIVES

Elinor Mattern, Senior Staff Specialist, and Eliana Batrez of Sustainable Contra Costa, gave the presentation *Community Perspectives: Sustainable Contra Costa*, including: outline; James Cary Smith (JCS); JCS Community Grant Program details; The East Bay Clean Air Coalition; who we are; East Contra Costa County; Year 1; community needs assessments; community dinners and public events; Year 2; Clean Air Coalition and membership; project approach; Year 3; experience as a JCS grantee; hopes for the JCS Program; and acknowledgments.

Public Comments

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

Committee Comments

The Committee and staff discussed whether the Sustainable Contra Costa plans to extend efforts that were focused on East Contra Costa County to West Contra Costa County; whether JCS grants are only awarded to applicants in Assembly Bill (AB) 617 communities; the geographic location of the headquarters of the organizations that are members of the Clean Air Coalition; and admiration for the organization's ability to adjust its project approach until the best fit for East Contra Costa County was developed.

Committee Action

No action taken.

6. ASSEMBLY BILL 617 PROGRAM UPDATE

Staff presentation *Assembly Bill 617 Program Update*, was presented by the following Air District staff members: Diana Ruiz, Acting Environmental Justice Director; Karissa White, Staff Specialist II; Aneesh Rana, Senior Staff Specialist; and Daniel Madrigal, Senior Staff Specialist.

Slides included: AB 617 overview; West Oakland overview and milestones; next steps for West Oakland; Richmond-North Richmond-San Pablo overview and milestones; next steps for Richmond-North Richmond-San Pablo; East Oakland overview and milestones; next steps for East Oakland; Bayview Hunters Point/Southeast San Francisco overview and milestones; and next steps for Bayview Hunters Point/Southeast San Francisco.

Public Comments

Public comments were given by Jan Warren, Interfaith Climate Action Network of Contra Costa County.

Committee Comments

None.

Committee Action

No action taken.

OTHER BUSINESS

7. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

8. COMMITTEE MEMBER COMMENTS

Director Walton thanked Air District staff for their work on the AB 617 program, reducing exposure in communities most impacted by air pollution, and developing and implementing new strategies to measure air pollution and reduce health impacts.

9. REPORT OF THE DEPUTY EXECUTIVE OFFICER OF EQUITY AND COMMUNITY PROGRAMS

Arsenio Mataka, Deputy Executive Officer of Equity and Community Programs, made the following announcements:

The Community Advisory Council will be holding a retreat in San Jose on May 16 and 17 this month. The retreat will explore how the Environmental Justice priorities identified by the CAC are integrated into the Air District's work through the implementation of the Strategic Plan. The opening session begins by listening to community members, throughout the two days there will be sessions on air monitoring, cumulative impacts, data transparency, the inspection program, rules and community investments. This will also be an opportunity for the CAC to help the Air District identify priorities in specific areas of work. Topics at the CAC Retreat include:

- EJ Community Voices and Air District Response on Air Quality Concerns
- Roadmap to Improved Air Monitoring Programs
- Cumulative Impacts and Permitting – Update on Advisory Council Work
- Air Quality Complaint Data Web Tool
- Notice of Violation Trends & Data-Driven Insights
- Development of a Targeted Inspection Program and Policy
- Air District Five-Year Rulemaking Schedule
- Managing Community Investments

The Community Investments Office launched in April and continues gathering input from people throughout the Bay through a survey that is available in multiple languages from our website. Staff have been presenting an overview of local and regional funds to various groups and listening to community priorities. On Monday, we will be presenting to the Benicia Sustainability Commission. We will continue arranging presentations and discussions with other groups along the refinery corridor. We plan to provide an update on these activities to the Board at the June meeting.

10. TIME AND PLACE OF NEXT MEETING

At the end of the meeting, the next Community Equity, Health, and Justice Committee meeting was scheduled for Wednesday, June 11, 2025. After the meeting adjourned, the next meeting was scheduled for Wednesday, September 10, 2025, and then changed to Wednesday, October 8, 2025, and then changed again to November 12, 2025 at 1:00 p.m. at 375 Beale Street, San Francisco, CA, 94105. The meeting will be in-person for the Community Equity, Health, and Justice Committee members and members of the public will be able to either join in-person or via webcast.

11. **ADJOURNMENT**

The meeting was adjourned at 2:13 p.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR DISTRICT
Memorandum

To: Chairperson Noelia Corzo and Members
of the Community Equity, Health and Justice Committee

From: Philip M. Fine
Executive Officer/APCO

Date: November 12, 2025

Re: Community Advisory Council Recommendation of New Membership Slate

RECOMMENDED ACTION

Recommend to the Board of Directors that the Board appoint the individuals listed below to the Community Advisory Council. Individuals were selected by the Community Advisory Council's Member Selection Ad Hoc Committee from a pool of 68 applicants.

- Margaret Gordon, Alameda County seat for 2 years
- William Goodwin, Contra Costa County seat for 2 years
- Kevin Ruano Hernandez, Contra Costa County seat for 2 years
- Latasha Washington, Contra Costa County seat for 4 years
- Dominique Brooks, Contra Costa County seat for 4 years
- Arieann Harrison, San Francisco County seat for 2 years
- Adriana Fernandez Arriaga, San Mateo County seat for 2 years
- Violet Saena, Santa Clara County seat for 2 years
- Azjargal Tsogtsaikhan, Santa Clara County seat for 2 years
- Ken Szutu, Solano County seat for 4 years
- Jeff Sanchez, At-large seat for 4 years
- Saidy Dianyra Reyes Mazariegos, At-large seat for 2 years
- Daphney Saviotti-Orozco, Youth seat for 2 years

BACKGROUND

Recruitment of Applicants

The application for the 13 open Community Advisory Council (CAC) seats was released to the public on May 1, 2025. The application was intended to close on June 1, 2025 but was extended to June 22, 2025 due to a low number of applicants. The Air District received 68 applications, and 1 applicant was disqualified for not residing and/or working in the county that they applied to represent.

Criteria for Selection

The Community Equity, Health, and Justice Committee provided guidance on the selection process and directed Air District staff to develop additional ideas for consideration during the February 19, 2025 and April 9, 2025 meetings.

Existing Council Members

Criteria

The selection criteria included in Board Resolution No. 2023–14 state that the Board shall appoint CAC members (both existing and new) based on the following criteria:

1. Reflect the diverse demographics of the Bay Area;
2. Include generational history and experience living in communities heavily impacted by air pollution;
3. Demonstrate diversity of relevant experience—including environmental justice, technical expertise, health, and Air District functions or knowledge of the Air District; and
4. Have access to other people who have a range of relevant knowledge and technical experience that could help inform the CAC.

Additional Guidance

- Effort in transferring knowledge gained and engaging community in the work of the CAC;
- Use of experience with environmental justice communities to create impact; and
- Demonstrated conformity with the CAC Charter.

New Applicants

Additional Guidance

Reflect the Diverse Demographics of the Bay Area

- Members should represent the racial, ethnic, socioeconomic, geographic, and cultural diversity of the Bay Area. Consideration will be given to individuals from communities disproportionately impacted by air pollution.
- The Council will strive to include members across generations, ensuring representation from youth, working-age adults, and elders.

Demonstrate Lived Experience in Impacted Communities

- Preference for individuals with ties and/or direct experience living in communities that have historically faced high levels of air pollution and environmental injustice.
- Ability to bring a community-centered approach to air quality issues and policy recommendations.

Bring a Diversity of Relevant Expertise and Knowledge

- Members should have expertise or knowledge in one or more of the following areas:
 - o Environmental justice
 - o Community organizing
 - o Public health and air quality-related health impacts
 - o Climate resilience and adaptation
 - o Technical or scientific air quality expertise
 - o Regulatory or policy experience related to air quality and environmental justice
 - o Experience engaging with the Air District or similar agencies

Demonstrate Community and Network Engagement

- Demonstrated ability to serve as a conduit for community perspectives by engaging with and listening to residents, advocates, and organizations.
- Access to and connections with diverse networks, including community-based organizations, technical experts, and policymakers.

Commitment to Collaborative Problem-Solving and Respectful Engagement

- Willingness to work across differences and collaborate in a diverse, multi-stakeholder setting.
- Open to engaging in constructive discussions on air quality policy, environmental justice, and equity solutions.
- Ability to work respectfully and civilly with Air District staff, Board members, and fellow CAC members.

Ability to Participate Meaningfully

- Capacity to attend and actively participate in scheduled meetings, working groups, and advisory processes.
- Commitment to staying informed on air quality, climate, and environmental justice issues relevant to the Council's work.

DISCUSSION

Member Selection Ad Hoc Committee

The Member Selection Ad Hoc Committee was created during the March 20, 2025, CAC meeting. The Ad Hoc Committee consisted of seven members, including Air District leadership, CAC Members not seeking reappointment, and one representative from the Board of Directors. The Ad Hoc Committee was tasked with selecting candidates to recommend to the Committee for appointment to the CAC. The Ad Hoc Committee held their first meeting on April 15, 2025, where they reviewed the timeline and provided feedback on the CAC candidate criteria and outreach plan.

The Member Selection Ad Hoc Committee used the developed criteria and guidance to select thirteen candidates for the seats that will become vacant after November 2025. The Ad Hoc Committee scored 68 applications and met on September 17, 2025 and October 14, 2025, to select the new CAC membership slate recommendation.

Ultimately, the Member Selection Ad Hoc Committee scored 67 applications for this effort. The applicants were scored by the Member Selection Ad Hoc Committee using the approved criteria. Those selected were applicants that met the criteria and best represented the open CAC seats. Of the thirteen selected candidates, seven are current CAC Council Members who have served since the CAC's inception. The six other selected individuals are new to the Council and have shown great alignment with the criteria, bring a wealth of experience in environmental justice, have strong ties to their respective communities, and live and/or work in the counties where they are seeking appointment.

After reviewing applications, the Member Selection Ad Hoc Committee recommends the following individuals listed below for appointment to the CAC:

- Margaret Gordon, Alameda County seat for 2 years
- William Goodwin, Contra Costa County seat for 2 years
- Kevin Ruano Hernandez, Contra Costa County seat for 2 years
- Latasha Washington, Contra Costa County seat for 4 years
- Dominique Brooks, Contra Costa County seat for 4 years
- Arieann Harrison, San Francisco County seat for 2 years
- Adriana Fernandez Arriaga, San Mateo County seat for 2 years
- Violet Saena, Santa Clara County seat for 2 years
- Azjargal Tsogtsaikhan, Santa Clara County seat for 2 years
- Ken Szutu, Solano County seat for 4 years
- Jeff Sanchez, At-large seat for 4 years
- Saidy Dianyra Reyes Mazariegos, At-large seat for 2 years
- Daphney Saviotti-Orozco, Youth seat for 2 years

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Lisa Flores
Reviewed by: Amy Smith and Diana Ruiz

ATTACHMENT(S):

1. Community Advisory Council Member Biographies
2. Community Advisory Council Recommendation of New Membership Slate Presentation

Community Advisory Council Member Biographies

Alameda

Ms. Margaret Gordon

Margaret Gordon is a lifetime community activist. As a young single mother, she worked her way off of welfare by attending commercial cooking school, after which she cooked for various institutions, including Children's Hospital and a UC Berkeley fraternity house. Ms. Gordon is a founding member of the West Oakland Environmental Indicators Project, having volunteered for the first three years of operation. She has work experience in mental health services, parent training in the public schools, and community organizing.

Appointed by then-Oakland Mayor Ron Dellums to the Oakland Port Commission in 2007, she spent the next five years stridently promoting the interests of community health, workers' health, and fiscal responsibility in Port operations.

Ms. Gordon was the Community representative on the California Goods Movement Action Plan task force and is a 2010 National Purpose Prize winner.

Contra Costa

William Goodwin

William Goodwin is a Community Advocate, who understands the intersectionality between Environmental Justice, Health Equity, and Housing. His lived experience has propelled him to volunteer in Bay Area communities, helping to empower residents to advocate for services and resources that lift communities out of poverty. He believes that Community Input is imperative to creating a living environment that is representative and accountable to those who are most impacted by public policy; learning how systems work through civic engagement is what produces desired outcomes, and is essential in learning how underrepresented families can integrate into a free and thriving society.

As a member of the Air District Community Advisory Council he brings a penchant for understanding the effects of Climate Change on our oceans, atmosphere, food supplies, and open spaces. He believes this is paramount as it relates to vulnerable populations.

He has partnered with a number of non-profit organizations throughout the Bay Area, to help accelerate the social and economic mobility of underserved families. He is a graduate of the Board and Commissions Leadership Institute (Urban Habitat), and serves as a Board Member with East Bay Housing Organizations (EBHO).

His advocacy work has allowed him to participate in several areas of interest; including the Pittsburg Unified School District (Ethnic Studies Advisory Committee), Family independence Initiative (Community Advisor- Social Capital), Hope Solutions- Resident Empowerment Program (Housing Justice), and the Center for Human Development (East County Community Leaders Network), to name a few.

As a single father, he understands the sacrifices families make, and is determined to help create safer and healthier communities; by adopting policies that result in outcomes for clean industry, clean air, less traffic, and the ability to utilize green public transportation (as public transportation is good for our environment and open spaces, and offers good paying jobs to the community).

He brings a passion and determination to his work; always keeping in mind those whose voices are left out of the conversation.

Kevin G. Ruano Hernandez

Kevin G. Ruano Hernandez is the Air Analyst at PSE Healthy Energy. In this role, he is responsible for crafting and deploying air quality sensors and engaging with impacted communities potentially affected by nearby pollution sources. Kevin served as a member of the AB 617 Community Emissions Reductions Plan (CERP) steering committee for Richmond, North Richmond and San Pablo and occupies a Youth Seat on the Bay Area Air Quality Management District's Community Advisory Council.

Prior to joining PSE, Kevin was a Junior Environmental Engineer at Ramboll where he conducted air monitoring analysis, pollution control, air quality permitting, and geospatial analyses. He also contributed as a Research Assistant for UC Berkeley's School of Public Health, where he delved into indoor air pollution linked to gas stove usage. Kevin was also an Air Technician with Groundwork Richmond for the Air Rangers initiative, where he deployed and maintained budget-friendly air sensors in Richmond.

Latasha Washington

Latasha Washington is a public health specialist. As a Richmond, California, native, Latasha has experienced and understands the adversities residents face living in an underserved community. She obtained her undergraduate degree in Biological Sciences from CSU, Sacramento. Determined to be an advocate for her community and cities alike, Latasha decided to complete her master's degrees in Health Science and Public Health from Touro University California in Vallejo, CA. While completing her master's degrees, Latasha has been actively working in the community, educating individuals about the complications of diabetes, developing a comprehensive evaluation plan for HIV programs,

such as the Ryan White program, and accessing and implementing lifestyle alternatives for Kaiser patients who wish to change their eating habits.

Latasha is currently the coordinator of a coalition that is working in the underserved community to address the opioid crisis by managing the operation and administrative tasks, working with other community programs to effectively spread awareness of the opioid crisis in the underserved communities, and assisting with special projects focused on harm reduction. Latasha's passion for working with the Bay Area Air Quality Management District as a community council member is to decrease the number of incidents of children born with asthma and to help raise public awareness of all the social determinants of health, while bridging the gap of health disparities to improve the quality of life of those living in Contra Costa County and neighboring cities alike.

Dominique Brooks

Dominique Brooks founded Healing Impacted Communities, a grassroots environmental justice organization rooted in Bayo Vista Public Housing in Rodeo, CA. Her work has included collaborating with agencies such as BAAQMD, BCDC, CARB, Coastal Quest, and local CBOs to address air quality, water contamination, toxic soil, and shoreline vulnerabilities.

* This biography is not yet complete. Additional information will be added once available

San Francisco

Arieann Harrison

Arieann Harrison is the Founder and CEO of The Marie Harrison Community Foundation, Inc, for social and environmental justice in San Francisco's District 10, Bay View/Hunters Point area, which is the second largest Superfund in the U.S.

Arieann is a resident, community leader, and advocate for social and environmental justice for long-term residents who have suffered from high rates of cancer and respiratory illness caused by over 300 documented toxic sites located in the Bay View, like the PG&E, Recology (waste management), and San Francisco's sewage treatment plant, and the retired U.S. Navy's shipyard (home of the atomic bomb-, where residents worked cleaning ships full of toxic and radioactive contamination left to seep into the soil and contaminate the air during clean-up for new housing.).

Arieann is working to educate and mobilize residents with solution-based tools to not only improve generational health problems brought on by long-term systemic social, economic,

and environmental injustice, but also to find and use scientific and engineering long-term solutions to combat climate change, with transparent accountability to the community.

"You can't have environmental justice without social and economic equity."

#CanWeLlve Coalition

Arieann focuses on the science of the impact of historical genocide on residents in disenfranchised communities in the Bay View by systemic racial and economic injustice, as well as the move toward displacement of community residents still fighting to be heard by gentrification.

Experience

Executive Director, Marie Harrison Community Foundation Inc, founded Oct. 2020, San Francisco, CA - Working with community partners and government agencies in delivering services to program participants. Oversaw and managed all aspects of organizational operations, serving as chief agency spokesperson, directing media interactions and public relations. Created smooth-functioning environment to ensure efficiency of operations. Speaker on behalf of the Marie Harrison Community Foundation Inc with city agencies, community partners, and general public to handle social-economic, and environmental justice needs. Marie Harrison Community Foundation Academic Scholarship. Community Pollution Patrol Network- Pro-active response to community environmental impact from CalEPA, and the Hunters Point Community Biomonitoring Organization. Solutions for Women (Co-Founder). Independent Contractor, San Francisco Bay Area Air District, since Jan 2020, community outreach and engagement for environmental justice. Hope House for Veterans. United Council of Human Services, since 2006 - Advertising and community input liaison. HARTS Program - Homeless Student Union Advisory Group, CCSF. VISPADAT - Homeless veterans initiative to protect the health of the Bay View/ Hunter's Point.

Community Advocacy and Engagement

Cultural Competency, Alcohol and Drug Studies, Post Prison, Walk Against Rape, Veterans Lions Club, Bikes for Veterans, Diversity Training, Sexual Harassment and Discrimination, Equal Work for Equal Pay, Environmental Justice, San Francisco AIDS Foundation (LGBTQ), Positive Directions, San Francisco Downtown Clinic, Green Action For Environmental Justice, Bay Area Air Quality Management, San Francisco Bay Area Community Clean Up Project, Sisters for Heart Health, Covid Community Response and Outreach Team.

San Mateo

Adriana Fernandez Arriaga

Adriana is a first generation Latina born in Michoacan, Mexico raised in San Mateo where she has spent her college days and career advocating for environmental justice through authentic community engagement, unlocking the leadership potential of communities of color and organizing hikes for youth and their families. Her passion for environmental justice stemmed from living in a mixed immigration status household. As the Public Policy Manager, Adriana is excited to mentor rising leaders in the community, advocate with and work on policies that will help our underserved communities receive the resources they need to excel and thrive.

In her spare time, Adriana volunteers with Dreamers Roadmap Supplies for Farmworkers Campaign. As a new mom, Adriana is enjoying all the snuggles as well as sharing her love for the outdoors with her baby, husband and dog, Azul. She is currently a San Francisco Foundation Koshland Civic Unity Community Fellow for North Central San Mateo and is a proud alumni of the Chicana Latina Foundation, Justice Outside Outdoor Educators Institute, Green Foothill's Community Advocates Leadership Academy and the Hispanic Foundation of Silicon Valley Latino Board Leadership Academy. Adriana graduated with an A.S. from Cañada College and a B.S. in Environmental Science and Management from University of California, Davis.

Santa Clara

Violet Saena

Violet Wulf-Saena has served as an international climate change expert for over 10 years and has worked with various groups in the least Developed Countries and the Small Island States to protect communities from the impacts of climate change. Violet's dedication to elevating community leadership and response to environmental justice is rooted in her lived experiences in the South Pacific. She now works in the Bay Area in partnership with the government sector, research institutions, and community-based organizations, building community capacity to respond to climate change and sea-level rise.

While completing her master's degree at Duke University, Violet began working with Acterra, building collaboration and partnerships with communities to raise awareness about the importance of a collaborative approach to adaptation and mainstreaming community leads solutions. In 2020, she founded and led Climate Resilient Communities,

an organization that supports under-resourced communities of color at the frontline of climate change and sea-level rise. She lives in Sunnyvale with her husband and two kids.

Azjargal Tsogtsaikhan

Azjargal (Aza) Tsogtsaikhan is a San Jose–based environmental advocate and the Co-Founder and Chairwoman of Breathe Mongolia – Clean Air Coalition, a grassroots nonprofit working at the intersection of clean air, climate, and health to advance environmental justice.

While dedicating herself to the nonprofit sector, Aza spent nine years at IBM as a Worldwide Financial Analyst and Capital Expenditure Coordinator. She now serves as an Analyst II at the City of San Jose’s Environmental Services Department, bringing over fifteen years of business and financial experience from the tech industry alongside eight years of clean air and human rights activism.

Aza is an OpenAQ Community Ambassador, Climate Reality Leader, and Climate Base Fellow. Her commitment to community service has earned her two U.S. Presidential Volunteer Service Awards and IBM’s Gold Volunteer Badge.

She holds an MBA from the Marriott School of Management at Brigham Young University and a Bachelor of Business from the University of Technology Sydney.

In addition to her work with Breathe Mongolia, Aza co-founded the U.S. branch of Lantuun Dohio, a children’s rights and anti–human trafficking nonprofit, and Mongol Identity, a nonprofit that promotes Mongol culture and combats racism. She also serves on the boards of Green Dot Climate and Ten Billion Strong, nonprofits focused on climate change and sustainability in Mongolia and the U.S.

Aza is the co-author of Clean Air Adventures, a children’s book inspiring young readers to take action to protect their health from pollution.

Solano

Ken Szutu

Mr. Ken Szutu is the founder and director of Citizen Air Monitoring Network in Vallejo. He organized residents to set up the initial Vallejo citizen air monitoring network before AB 617 was enacted into the law and before agencies paid much attention to community-level air quality/pollution.

Mr. Szutu worked with other Vallejo community members for more than five years in defeating a proposal to build a cement plant within the city boundary. Mr. Szutu has also served on the "PM Design Team" and "Refinery Rules Technical Working Group" within the Bay Area Air Quality Management District.

Mr. Szutu has a Master's Degree in Electrical Engineering from the State University of New York in Buffalo, where he specialized in computer engineering. Mr. Szutu currently is the vice president of St. Vincent's Hill Neighborhood Coalition and serves on the steering committee for CEJC - California Environmental Justice Coalition.

At-large

Jeff Sanchez

Jeff Sanchez is the Deputy Director of Sequoia Foundation, a Bay Area-based public health nonprofit that partners with local and state agencies, community organizations, and academic institutions to advance environmental health and environmental justice. Jeff has over two decades of experience leading programs focused on air quality, indoor environmental health, lead poisoning prevention, and youth workforce development.

Jeff currently leads Air Aware Oakland, an initiative developed in partnership with the Oakland Unified School District and Oakland community-based organizations to train high school students and young adults in air monitoring, data interpretation, and public communication. As part of this initiative, Jeff led the deployment of outdoor air quality monitors across the majority of the 75 OUSD K-12 schools to generate hyperlocal data for education and advocacy. He also serves as Co-Investigator and Project Manager on a HUD-funded randomized controlled study supporting low-income housing residents in reducing indoor air pollution exposures. Jeff manages several statewide public health initiatives in collaboration with the California Department of Public Health, the California Air Resources Board, and the Centers for Disease Control and Prevention.

Jeff leads Sequoia Foundation in prioritizing community capacity building, supporting students and residents in understanding air quality data, and ensuring public health interventions reflect local priorities and cultural context. He mentors public health students and collaborates with faculty at Cal State East Bay, and provides individualized support to community organizations on program development, evaluation, and grant support.

Jeff holds a Project Management Professional (PMP) certification and is currently pursuing a Master of Public Administration at Cal State East Bay.

Saidy Dianyra Reyes Mazariegos

Saidy Reyes (she/her/ella) is a passionate student who cares about environmental justice, climate resilience, food security, and affordable housing. She hopes to bring these perspectives and experiences to the Air District Community Advisory Council. Saidy is currently working toward her bachelor's in Urban Studies and completing a capstone on asthma rates in West Oakland residents and the effects of air quality.

Most recently, she served as an intern for Canal Alliance, a nonprofit organization that supports the Canal community with tenant rights policies and addresses sea level rise issues in the City of San Rafael. She also participated in a seven-month college mentorship at the Metropolitan Transportation Commission (MTC), where she supported Bay Area housing programs that affirmatively further fair housing and advance the region's Transit-Oriented Communities Policy.

Currently, Saidy is a YouthWorks intern for the City of Berkeley, helping evaluate programming and improve professional development opportunities for youth. Her passion lies in representation, inclusion, and creating positive change in her community."

Youth

Daphney Saviotti-Orozco

Growing up next to the Phillips 66 refinery in Rodeo, Daphney experienced firsthand the intersection of health and environmental injustice. She remembers the late-night flaring lighting up the sky, the smell of sulfur in the air, and the asthma inhaler that never left her backpack. These early experiences shaped her path toward community-centered environmental work.

As a first-generation Chicana, she recently graduated from UC Berkeley with a degree in Integrative Biology. Drawing from her lived experiences with environmental injustice, she used journalism as a tool for advocacy, writing several articles for The Public Health Advocate. Her work explored the health impacts of air pollution and examined the 2019 NuStar refinery fire—an explosion that shook her high school classroom and ignited her passion for equitable public health.

Alongside her studies, Daphney developed a foundation in environmental research as a research assistant at UC Berkeley's Forest Pathology and Mycology Lab, where she studied fungal contributors to tree disease. She deepened this field-based expertise

through the Napa River Project with Our Children's Earth Foundation, collecting water samples along Vallejo's industrial shoreline to understand pollution in the San Pablo Bay.

Daphney has also been an active community organizer in the East Bay. She played a vital role in the Statewide Mobile Monitoring Initiative in her hometown, supporting residents in deciding where air quality data should be collected—a landmark effort in community-driven air monitoring. She is also involved in supporting Rodeo's first community garden, a growing space for community resilience.



Community Advisory Council Recommendation of New Membership Slate Community Equity, Health, and Justice Committee November 12, 2025

Lisa Flores
Staff Specialist II
Environmental Justice Division

Recommended Action

Recommend to the Board of Directors that the Board appoint the individuals listed below to the Community Advisory Council (CAC). Individuals were selected by the CAC's Member Selection Ad Hoc Committee from a pool of 68 applicants.

Alameda (1)

- Margaret Gordon (2 years)

Contra Costa (4)

- William Goodwin (2 years)
- Kevin Ruano Hernandez (2 years)
- Latasha Washington (4 years)
- Dominique Brooks (4 years)

San Francisco (1)

- Arieann Harrison (2 years)

San Mateo (1)

- Adriana Fernandez Arriaga (2 years)

Santa Clara (2)

- Violet Saena (2 years)
- Azjargal Tsogtsaikhan (2 years)

Recommended Action (cont.)

Solano (1)

- Ken Szutu (4 years)

At-large (2)

- Jeff Sanchez (4 years)
- Saidy Dianyra Reyes Mazariegos (2 years)

Youth (1)

- Daphney Saviotti-Orozco (2 years)

Presentation Outline

- Background
- Selection Criteria
 - Board Approved Criteria
 - Additional Guidance for Selection of New Applicants
 - Additional Guidance for Selection of Existing CAC Members Reapplying
- Recommended Action

Background

- On February 19, 2025, the Community Equity, Health, and Justice (CEHJ) Committee discussed the recruitment strategy, selection process, and criteria for the thirteen (13) open CAC seats
 - Air District staff received initial guidance from the CEHJ Committee
- On April 9, 2025, the CEHJ Committee provided guidance on the selection process criteria
 - The CEHJ Committee also provided guidance on the outreach

Board Selection Criteria

Selection criteria included in Board Resolution No. 2023 – 14:

1. Reflect the diverse demographics of the Bay Area;
2. Include generational history and experience living in communities heavily impacted by air pollution;
3. Demonstrate diversity of relevant experience—including environmental justice, technical expertise, health, and Air District functions or knowledge of the Air District; and
4. Have access to other people who have a range of relevant knowledge and technical experience that could help inform the CAC.

Priority should be given to individuals from Bay Area communities overburdened by air pollution, environmental justice communities, and/or those with a history of partnering with environmental justice communities.

Additional Guidance for Selection of New Applicants

Guidance from CEHJ Committee (February 19, 2025):

- Inquire on neighborhood-level location

Additional proposed guidance expanding on existing criteria:

- Reflect the Diverse Demographics of the Bay Area
- Demonstrate Lived Experience in Impacted Communities
- Bring a Diversity of Relevant Expertise and Knowledge
- Demonstrate Community and Network Engagement
- Commitment to Collaborative Problem-Solving and Respectful Engagement
- Ability to Participate Meaningfully

Proposed Additional Guidance for Selection of Existing CAC Members Reapplying

Guidance from CEHJ Committee (February 19, 2025):

- Inquire on neighborhood-level location
- Proposed slate needs to balance new and returning members

Additional proposed guidance expanding on existing criteria:

- Effort in transferring knowledge gained and engaging community in the work of the CAC
- Use of experience with environmental justice communities to create impact
- Demonstrated conformity with CAC Charter

Recommended Action

Recommend to the Board of Directors that the Board appoint the individuals listed below to the Community Advisory Council (CAC). Individuals were selected by the CAC's Member Selection Ad Hoc Committee from a pool of 68 applicants.

Alameda (1)

- Margaret Gordon (2 years)

Contra Costa (4)

- William Goodwin (2 years)
- Kevin Ruano Hernandez (2 years)
- Latasha Washington (4 years)
- Dominique Brooks (4 years)

San Francisco (1)

- Arieann Harrison (2 years)

San Mateo (1)

- Adriana Fernandez Arriaga (2 years)

Santa Clara (2)

- Violet Saena (2 years)
- Azjargal Tsogtsaikhan (2 years)

Recommended Action (cont.)

Solano (1)

- Ken Szutu (4 years)

At-large (2)

- Jeff Sanchez (4 years)
- Saidy Dianyra Reyes Mazariegos (2 years)

Youth (1)

- Daphney Saviotti-Orozco (2 years)

Questions & Discussion

For more information:

Lisa Flores I Staff Specialist II I lflores@baaqmd.gov

BAY AREA AIR DISTRICT
Memorandum

To: Chairperson Noelia Corzo and Members
of the Community Equity, Health and Justice Committee

From: Philip M. Fine
Executive Officer/APCO

Date: November 12, 2025

Re: Community Emissions Reduction Plan Update for the East Oakland
Assembly Bill 617 Community

RECOMMENDED ACTION

None; the Committee will discuss this item, but no action is requested at this time.

BACKGROUND

Assembly Bill (AB) 617, signed into law in 2017 and implemented by the California Air Resources Board (CARB), focuses on improving local air quality and health in disproportionately impacted communities. CARB approved East Oakland for the development of a Community Emissions Reduction Plan (CERP) in February 2022. The Air District has been working in close collaboration with a Community Steering Committee (CSC) and community-based organization (CBO) partner, Communities for a Better Environment (CBE), to develop a CERP that includes community-informed strategies to address the longstanding high air pollution burden, cumulative impacts, and health disparities experienced by East Oakland community members.

DISCUSSION

Overview

In 2021, CBE and the Air District recommended CARB designate East Oakland as the next Bay Area CERP community. CBE is an environmental justice organization that has worked in East Oakland for decades, building community capacity in air quality planning and reducing air pollution. The Air District selected CBE as a Co-Lead for this process because of CBE's strong community ties and extensive experience providing legal, scientific, policy, and technical support.

The Air District and CBE (Co-Leads) began convening the East Oakland CSC regularly in September 2022. The convened CSC consisted of 26 members, including five non-voting members, all of whom informed the development of the CERP.[\[1\]](#) Members either live or work in East Oakland, representing one or more of the following sectors: CBOs, non-profits, youth and youth organizations, faith communities, education,

government, health, or business/industry representatives. CSC members selected three Co-Chairs, who provided additional guidance to the Co-Leads in the CERP process.

The CSC and Co-Leads actively began working on CERP strategies and actions in September 2024. In addition to steering committee meetings dedicated to collaborating on preliminary draft CERP elements, the Co-Leads launched a robust effort to conduct outreach to East Oakland community members to increase community inclusion, accessibility, and participation in reviewing the draft CERP. As part of this effort, the Air District awarded mini-grants to four local non-profit organizations to conduct community outreach and engagement focused on the CERP. In August 2025, the CSC reviewed the draft CERP and provided comments. The Air District revised the CERP to address CSC comments and published the Public Review Draft CERP on November 3, 2025. The following provides an overview of CERP goals and the strategy development process that led to this milestone.

Goals

The Plan goals capture what the CSC envisions the CERP will achieve. The goals were developed through Air District and CBE facilitated group activities that invited CSC members to envision the future of East Oakland's air quality and identify the community concerns that stand in the way of achieving this future. The goals thus put forward desired outcomes that are aspirational and address current challenges. The East Oakland CERP aims to achieve the following:

1. **Goal #1:** Reduce East Oaklanders' exposure to air pollution by decreasing emissions from sources identified by the community as top concerns.
2. **Goal #2:** Prioritize actions that have the opportunity to reduce disproportionately high health impacts associated with air pollution affecting East Oakland residents to achieve improvements in community health.
3. **Goal #3:** Empower East Oakland residents to participate in holding polluters accountable by combining their local knowledge with an understanding of emission sources, health impacts, air pollution regulations, and reporting mechanisms.

East Oakland Strategy Framework

Over several months, the Co-Leads, guided by the Co-Chairs, engaged in data gathering and information sharing to identify CERP focus areas and prepare the CSC for strategy discussions. These preliminary activities included a community-identified list of facilities of concern, a community mapping project, and technical assessments. The latter comprised an emissions inventory for East Oakland, community health data provided by the Alameda County Public Health Department, and East Oakland compliance and enforcement data from the Air District. This was followed by several months of strategy development, involving collaboration and review of initial and draft ideas with the CSC, Air District technical experts, and external agency partners. Strategy development included the creation of focus areas, community concern statements, strategies, and actions.

Focus Areas and Community Concerns

The themes emerging from preliminary activities led to the six **focus areas**. Focus areas are overarching categories describing the community's concerns that were used to organize strategy development:

1. **Built Environment and Land Use:** Older housing and proximity to polluting sources expose residents— especially sensitive receptors such as children—to harmful air pollutants, triggering asthma and other health problems. Addressing these conditions is vital for ensuring East Oakland residents have the same clean, safe, and healthy living environments as wealthier communities.
2. **Commercial and Industrial Sources:** East Oakland residents are disproportionately exposed to harmful air pollution from nearby commercial and industrial sources due to the historic industrial nature of the area and a legacy of discriminatory zoning. This focus area serves critical health-protective functions by reducing toxic emissions, fugitive dust, and localized air pollution in East Oakland neighborhoods.
3. **Illegal Dumping, Trash, and Odors:** Illegal dumping is a major concern for East Oakland residents, harming public health, lowering quality of life, showing signs of institutional neglect, and contributing to feeling unsafe in the community. The community is passionate about the importance of this focus area to address widespread trash, odors, and pollution through stronger enforcement and city collaboration.
4. **Public Health and Community Wellness:** East Oakland residents face health disparities—like lower life expectancy and higher rates of asthma, heart disease, and cancer. This focus area aims to improve community health through interagency collaboration and outreach efforts.
5. **Transportation and Mobile Sources:** East Oakland residents are heavily impacted by air pollution from cars, trucks, and airport operations due to their proximity to major transit corridors like Interstate 880 and the Oakland International Airport. This focus area will help reduce harmful emissions and noise through cleaner technologies, policy changes, and proactive enforcement.
6. **Urban Greening and Workforce Development:** East Oakland faces a lack of tree cover and poorly maintained green spaces compared to wealthier areas, impacting residents' health, comfort, and access to nature. This focus area aims to advance environmental equity and economic opportunity through urban greening and local green job creation.

For each focus area, **community concern statements** were developed through three months of brainstorming discussions with the CSC. The community concern statements identify the main challenges affecting air quality and health in East Oakland and highlight their significant negative impact on residents and families in the community. These statements were used to anchor strategies and actions in community needs. See Attachment 1 for the titles of community concern statements.

Strategies and Actions

Strategies and actions were developed to respond to the community's concerns by identifying solutions and laying out a path to achieve those solutions. Each **strategy** has an **objective** that states the changes that community members want the strategy to achieve. Strategies also contain **actions** that are specific and implementable steps to achieve the strategy objective.

Strategies and actions were written in alignment with the Air District *2024–2029 Strategic Plan* to allow for more efficient use of resources and a coordinated approach towards addressing air quality and environmental justice issues. The CSC, along with Air District technical experts and partner agency representatives, informed and vetted each step of this process, with multiple CSC meetings dedicated to reviewing and ground-truthing strategy and action drafts over several months.

The Draft East Oakland CERP has 32 strategies and 105 actions across six focus areas. The actions include rulemaking, permitting, enforcement, incentives, monitoring, education, community engagement, research, and tracking policies. Each action names the lead implementing agency or organization along with an anticipated time frame. See Attachment 1 for a list of strategies and action titles, organized by focus area.

Next Steps and Timeline

The public review period for the Public Review Draft CERP titled, *Right to Breathe: East Oakland Community Air Quality Justice Plan* is November 3 to December 7, 2025. A public meeting is scheduled for November 13, 2025. Outreach to expand awareness of and public comment on the Draft CERP included the distribution of a community flyer, an eblast email notice, updates to the East Oakland CERP webpage, and promotional posts on the Air District's social media channels (X, LinkedIn, and Facebook) and tabling at several community events. The Co-Leads expect to bring the CERP to the CSC for approval in Winter 2026. After approval by the CSC, the CERP will be brought to the Board of Directors for consideration for approval and submission to CARB.

[1] As of September 2025, the East Oakland CSC consists of 24 total members. These include five youth members and four non-voting members with one alternate.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None; this work is included in the Fiscal Year Ending 2026 budget for the AB 617 Program and is funded by AB 617 Community Air Protection Program Implementation funds.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Mausam Jamwal and Alicia Parker
Reviewed by: Wendy Goodfriend and Diana Ruiz

ATTACHMENT(S):

1. Attachment 1 - Strategies and Actions
2. Community Emissions Reduction Plan Update Presentation

Attachment 1

Draft East Oakland CERP Strategies and Actions

Focus Area	Community Concern	Strategy	Action
Built Environment and Land Use (BE)	Reducing Air Pollution at Home	Strategy 1. Healthy Homes, Healthy Lives: Clean Indoor Air and Zero-Emission Homes	BE 1.1. Air Filtration for East Oakland Homes
			BE 1.2. Access to Existing Clean Energy Home Retrofit and Weatherization Programs
			BE 1.3. Woodsmoke Reduction
			BE 1.4. Explore Funding Opportunities for Community-Identified Projects
			BE 1.5. Support Unhoused Communities During Air Quality Emergencies
			BE 1.6. Proactive City Updates & CSC Engagement on Safe and Healthy Homes
	Vulnerable Populations in Proximity to Pollution Sources and Incompatible Zoning	Strategy 2. Promote Clean Air in High-Priority Locations	BE 2.1. Air Filtration for East Oakland High-Priority Facilities
		Strategy 3. Advancing Environmental Justice Through Zoning and Land Use Tools	BE 3.1. Tracking Nonconforming Truck-Attracting Businesses
			BE 3.2. Air Quality Protection Information for Communities Located Near Sources of Harmful Pollutants
			BE 3.3. Community Informed Amortization
			BE 3.4. Oakland's Anti-Displacement Action Plan
			BE 3.5. Oakland's General Plan Update
			BE 3.6. Proactive City Updates & CSC Engagement on Brownfield Sites and other Contaminated Sites

Attachment 1: Draft East Oakland CERP Strategies and Actions

Focus Area	Community Concern	Strategy	Action
Commercial and Industrial Sources (C&I)	PM Exposure: Fugitive Dust, Material Handling, and Construction	Strategy 1. Reduce Exposure from Fugitive Dust, Material Handling, and Construction Activities	C&I 1.1. Rule Amendments to Address Fugitive Dust
			C&I 1.2. Advocate for and/or Implement Local Best Practices at Facilities with the Potential to Produce Fugitive Dust
			C&I 1.3. Review and Comment on California Environmental Quality Act (CEQA) Analysis of Proposed Projects
	Toxic Emissions and Hazardous Materials	Strategy 2. Improve Implementation of Rule 11-18 and the Facility Risk Reduction Program While Engaging Community	C&I 2.1. Implement Rule 11-18: Reduction of Risk from Air Toxic Emissions at Existing Facilities
			C&I 2.2. Rule Amendments to Improve Implementation of Rule 11-18 and the Facility Risk Reduction Program
			C&I 2.3. Webpage Improvements for Rule 11-18 Facilities
		Strategy 3. Improve Regulatory Oversight, especially Pertaining to Permitting Processes, in order to Better Protect Communities that are already Heavily Impacted by Pollution	C&I 3.1. Improve Permitting Processes to be More Efficient and Timely
			C&I 3.2. Provide Clear and Accessible Air District Permitting Information
			C&I 3.3. Evaluate Rule Amendment Opportunities to Strengthen and Improve Permitting Rules
			C&I 3.4 Reduce Industrial Pollution on Unhealthy Air Quality Days
	Commercial and Smaller Industrial Facilities	Strategy 4. Reduce Emissions from Backup Generators (BUGs)	C&I 4.1. Evaluate Opportunities to Reduce Localized Emissions and Address Impacts from BUGs

Attachment 1: Draft East Oakland CERP Strategies and Actions

Focus Area	Community Concern	Strategy	Action
Commercial and Industrial Sources (C&I)	Commercial and Smaller Industrial Facilities	Strategy 5. Reduce Exposures from Restaurants and Other Food Preparation Businesses Through More Sustainable Operations and Technologies	C&I 5.1. Rules Evaluation and Technology Assessments
			C&I 5.2. Restaurants White Paper
			C&I 5.3. Food Preparation General Plan Policies and Incentives
		Strategy 6. Reduce Emissions from Automobile-Related Operations (Auto Body Shops, Mechanics, and Gas Dispensing Facilities)	C&I 6.1. Auto Body White Paper
			C&I 6.2. Gather Community Knowledge of Unpermitted Auto Body Facilities
			C&I 6.3. Address Unpermitted Auto Body Facilities
			C&I 6.4. Auto Body General Plan Policies
	Accountability of Polluting Industries and Businesses	Strategy 7. Enhance Investigation and Enforcement Protocols	C&I 7.1. Targeted Inspections to Address Repeat Violators
			C&I 7.2. Improved Website Information and Accessibility
			C&I 7.3. Inspection of Facilities with New Permits
			C&I 7.4. Regular Enforcement Updates
		Strategy 8. Improved Accessibility to and Effectiveness of the Air Quality Complaint Program	C&I 8.1. Promote the Complaint Program Through a Public Information Campaign
			C&I 8.2. Develop a Publicly Accessible Complaint Data Tool
			C&I 8.3. Develop an Air Pollution Log as a Tool to Collect Community Observations
			C&I 8.4. Explore Whistleblower Tip Line for Workers in Industrial Businesses
			C&I 8.5. Invite Community Perspectives to Improve the Complaint Program

Attachment 1: Draft East Oakland CERP Strategies and Actions

Focus Area	Community Concern	Strategy	Action
Commercial and Smaller Industrial Sources (C&I)	Accountability of Polluting Industries and Businesses	Strategy 9. Improve Emissions Estimates and Emissions Monitoring Requirements	C&I 9.1. Update Source Test Prioritization List for Improved Emissions Characterization
			C&I 9.2. Improve Facility Emissions Monitoring, Recordkeeping, and Reporting
		Strategy 10. Empower Community Members with the Knowledge and Tools Needed to Promote Greater Environmental Accountability from East Oakland Polluters and Agencies	C&I 10.1. Informed Advocacy Around Air Quality Information
			C&I 10.2. Creative Arts and Air Quality
Illegal Dumping, Trash, and Odors	Unsanitary Conditions, Inequitable Access to Waste Disposal Services, and Lack of Enforcement	Strategy 1. Collective Action to Tackle Illegal Dumping	ID 1.1. Improve Waste Hauling Services
			ID 1.2. Illegal Dumping Prevention Community Outreach
			ID 1.3. CSC Dissemination of Illegal Dumping Prevention Materials
			ID 1.4. Driving Local Clean Up and Beautification Activities
			ID 1.5. Proactive Policy Tracking by the CSC Related to Illegal Dumping
Public Health and Community Wellness	Contributions of Outdoor Air Pollution to Cumulative Health Impacts	Strategy 1. Consider Cumulative Health Impacts in Decision Making	PH 1.1. Develop Method for Understanding Cumulative Impacts
			PH 1.2. Consideration of Cumulative Impacts in Air District Programs
			PH 1.3. Support Local Government in Incorporating Cumulative Impacts in Decision Making
		Strategy 2. Increase Community Investment	PH 2.1. Reinvest in Community
			PH 2.2 Proactive City Updates and CSC Engagement on Improving the Local Economy

Attachment 1: Draft East Oakland CERP Strategies and Actions

Focus Area	Community Concern	Strategy	Action
Public Health and Community Wellness	Protecting Sensitive Populations and Mitigating Pollution Impacts	Strategy 3. Provide Air Pollution and Health Impact Data, and Center Community Knowledge	PH 2.3. Proactive City Updates and CSC Engagement on Participatory Budgeting
			PH 3.1. East Oakland Air Monitoring Project
			PH 3.2. Make Air and Emissions Monitoring Data More Accessible
			PH 3.3. Support Local Air Monitoring or Air Quality Data Projects
		Strategy 4. Improve Access to Healthcare Services	PH 3.4. Health Dashboard
			PH 4.1. Facilitate Linkages to Health Services
			PH 5.1. Help Create Community Resilience Spaces
		Strategy 5. Equitable Distribution of Emergency and Climate Response Services	PH 5.2. Bring Emergency Response Tools to Households
			PH 5.3 Proactive City Updates and CSC Engagement on Emergency Training for Community Members
			PH 6.1. Improve Air Pollution Awareness
	Raising Awareness about Health Impacts of Air Pollution	Strategy 6. Increase Awareness of Health Impacts of Air Pollution and Solutions to Pollution Problems	PH 6.2. Proactive City Updates and CSC Engagement on Indoor Air Pollutant Awareness
			PH 7.1. Air Quality and Odor Incident Notifications System
		Strategy 7. Improve Response to Air Quality Incidents and Notification Systems	
Transportation and Mobile Sources	Trucks in the Community	Strategy 1. Address Trucking Near Neighborhoods through Proactive Truck Management and Enforcement	T&M 1.1. Indirect Source Policy Package
			T&M 1.2. Truck Signage and Safety Improvements
			T&M 1.3. Truck Management Plan
			T&M 1.4. Proactive Enforcement
			T&M 1.5. Idling Prevention and Outreach

Attachment 1: Draft East Oakland CERP Strategies and Actions

Focus Area	Community Concern	Strategy	Action
Transportation and Mobile Sources	Trucks in the Community		T&M 1.6. Enhance Diesel Program Enforcement
			T&M 1.7. Heavy-Duty Diesel Trucks Inspections
			T&M 1.8. Update Enforcement Strategies as Applicable
		Strategy 2. Landscaped, Clean Streets Allow for Comfortable Walking, Biking and Public Transit Use	T&M 2.1. Street Design to Lower Speeds
			T&M 2.2. Foothill Boulevard Transit Study
			T&M 2.3. Implement Transportation Improvements that Advance Transit Access and Safety in East Oakland
			T&M 2.4. Proactive City Updates and CSC Engagement on Traffic Safety, Walkability, and East Bay Greenway Projects
		Strategy 3. Transition to Zero Emission Vehicles and Related Funding	T&M 3.1. Lawn and Garden Equipment
			T&M 3.2. Cleaner Automobiles and Automobile Alternatives Vehicle Buy Back Program
			T&M 3.3. Cleaner Automobiles and Automobile Alternatives Clean Cars for All Program
			T&M 3.4. Replacement of Heavy-Duty Vehicles and Equipment
			T&M 3.5. Grant Assistance
	I-580 Truck Ban	Strategy 4. Restorative Justice Guides Decisions about the Future of the I-580 Truck Ban	T&M 4.1. Study Impacts of I-580 Truck Ban
			T&M 4.2. Consider Racial Equity in Future Decision-making Related to the I-580 Truck Ban
	Road Dust Near Freeways and High Volume Roadways	Strategy 5. Road Dust Control	T&M 5.1. Study Efficacy of Street Sweeping Programs
			T&M 5.2. Enhance Street Sweeping Programs
		Strategy 6. Emission Reductions at the Oakland	T&M 6.1. Port Zero Emissions Plan Airport-specific Elements
			T&M 6.2. Electric Ground Support Equipment

Attachment 1: Draft East Oakland CERP Strategies and Actions

Focus Area	Community Concern	Strategy	Action
Transportation and Mobile Sources	Oakland International Airport	Airport	T&M 6.3. Accelerate Airport Ground Access Vehicle Electrification
			T&M 6.4. Best Practices in Construction and Maintenance Work
			T&M 6.5. Accelerate Phase-Out of Leaded Aviation Gas
			T&M 6.6. Zero Emissions Airport Ground Operation Regulation
	Oakland International Airport	Strategy 7. Collaboration With and Accountability to Community on Airport Impacts	T&M 7.1. Proactive Community Engagement on Airport Issues
			T&M 7.2. Airport Worker Air Pollution Mitigation
			T&M 7.3. Investigate Airport Impacts on Nearby Air Quality
			T&M 7.4. Airport Fence Line Air Quality Monitoring
Urban Greening and Workforce Development	Lack of Trees, Limited Resources and a Need for More Green Jobs	Strategy 1. Sustainable Funding Options to Support Urban Greening and Sustainable Jobs	UGW 1.1 Research Sustainable Funding Options to Support Urban Greening
			UGW 1.2. Research Sustainable Funding Options Related to Employment Pathways for Green Jobs
		Strategy 2. Improving Air Quality Through Vegetative Buffers and other Green Infrastructure for Vulnerable Populations	UGW 2.1. Create a Resource to Help Prioritize Installation of Vegetative Buffers
			UGW 2.2 Urban Greening Funding
		Strategy 3. Equitable Access to Green Spaces	UGW 3.1. City of Oakland Engages the CSC in the General Plan OSCAR Update
			UGW 3.2. Proactive City Updates and CSC Engagement related to Neighborhood Gardening
		Strategy 4. Proactive Workforce Development	UGW 4.1. Tracking Employment Pathways for Green Jobs
			UGW 4.2. Engage the Oakland Workforce Development Board with the CSC



Community Emissions Reduction Plan Update for the East Oakland Assembly Bill (AB) 617 Community

Community Equity, Health, and Justice Committee

November 12, 2025

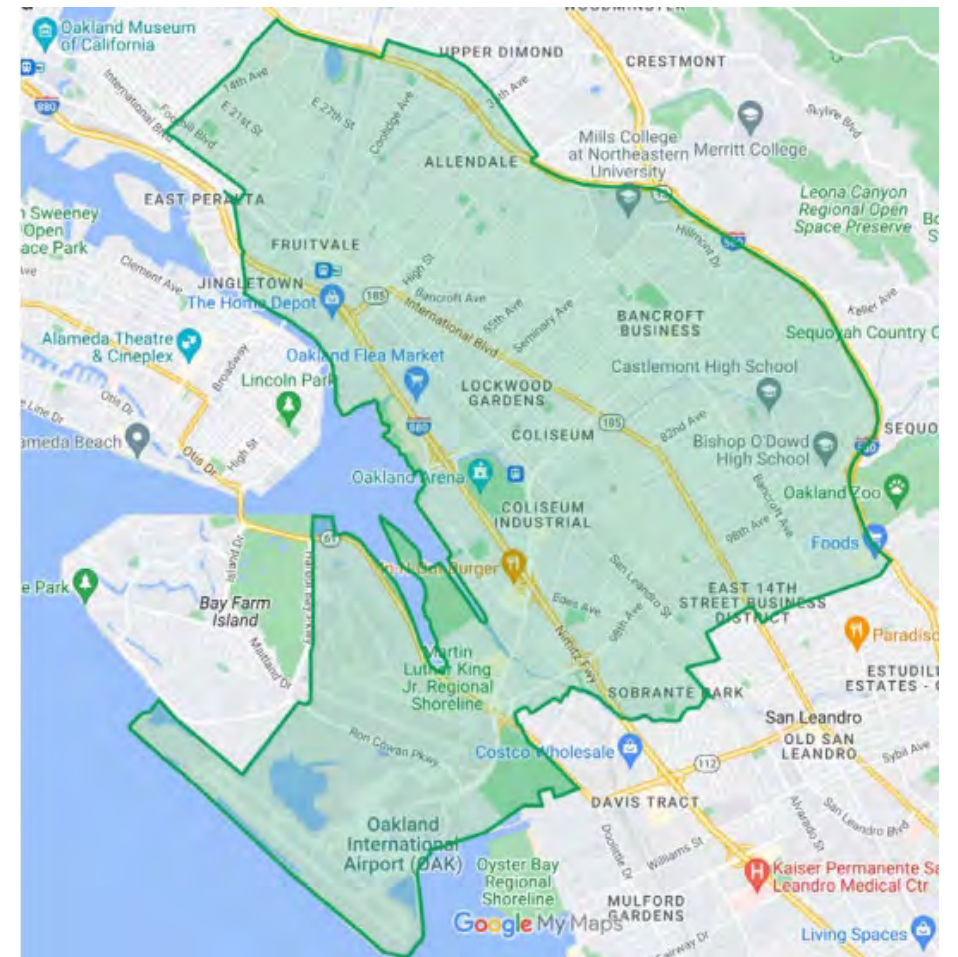
Alicia Parker

Acting Manager

Planning and Climate Protection

Overview – East Oakland Assembly Bill (AB) 617 Community

- Approved for a Community Emissions Reduction Plan (CERP) in February 2022
- Air District and Communities for a Better Environment (CBE) are Co-Leads
- East Oakland Community Steering Committee (CSC) convened in September 2022



AB 617 Planning Area for East Oakland

Overview – East Oakland AB 617 Community (cont.)

- CSC was recruited through an open application process led by Co-Leads (Air District and CBE)
- Currently comprised of 24 individuals who live or work within the East Oakland CERP project area
- Includes representatives from the City of Oakland Planning Department, Alameda County Public Health Department, and Port of Oakland
- Led by three Co-Chairs elected by the CSC
- Includes five youth members who form an unofficial Youth Committee supported by CBE

East Oakland Draft CERP

- The CSC and Co-Leads actively began working on CERP strategies and actions in September 2024
- In August 2025, the CSC reviewed the Draft CERP and provided comments ahead of the November 13, 2025 public meeting to review the “Right to Breathe: East Oakland Community Air Quality Justice Plan”
- Ongoing community engagement is foundational to the CERP development effort

Community Engagement

- Distributed \$80,000 to local Community-Based Organizations (CBOs) to support community engagement and inform Plan process. Community Mapping Project (2023) and Community Organizing Grants (2024)
- Tabled at 13 events in East Oakland to share information and encourage participation in the process



Community Events in East Oakland

East Oakland Draft CERP Goals

Goal 1

Reduce East Oaklanders' exposure to air pollution by decreasing emissions from sources identified by the community as top concerns

Goal 2

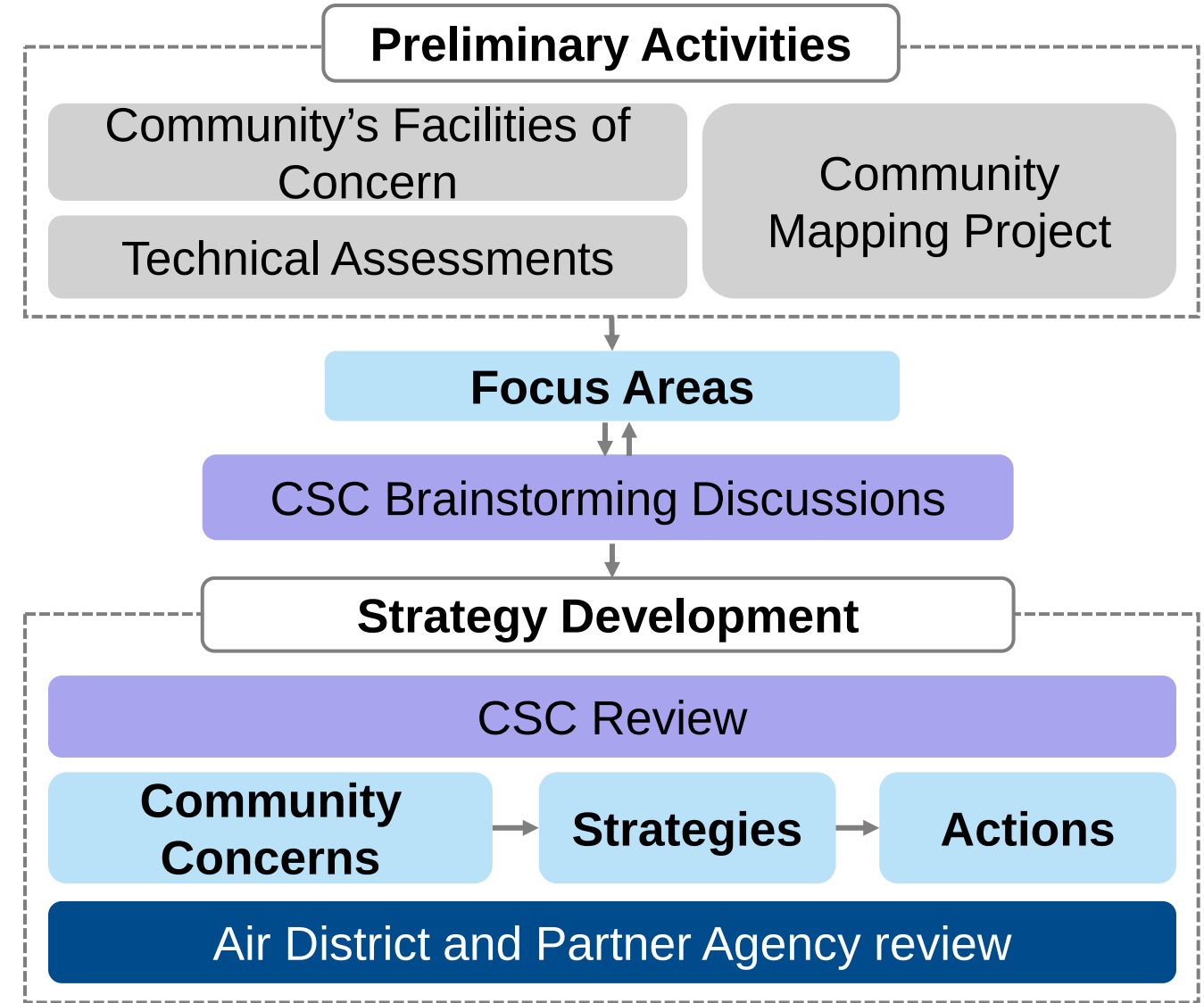
Prioritize actions that have the opportunity to **reduce disproportionately high health impacts associated with air pollution** affecting East Oakland residents to achieve improvements in community health

Goal 3

Empower East Oakland residents to participate in **holding polluters accountable** by combining their local knowledge with an understanding of emission sources, health impacts, air pollution regulations and reporting mechanisms

East Oakland Strategy Development

- **Preliminary Activities:**
Data gathering and information sharing efforts
- **Strategy Development:**
Created strategies and actions as a collaboration between the CSC, Air District, and partner agencies



Focus Areas

1

**Built
Environment
and Land Use**

2

**Commercial and
Industrial
Sources**

3

**Illegal Dumping,
Trash, and
Odors**

4

**Public Health
and Community
Wellness**

5

**Transportation
and Mobile
Sources**

6

**Urban Greening
and Workforce
Development**

Community Concerns and Action Highlights

1 Focus Area: **Built Environment and Land Use**

Community Concerns

1. Reducing Air Pollution at Home
2. Vulnerable Populations in Proximity to Pollution Sources and Incompatible Zoning

Action Highlights

- Air Filtration for East Oakland Homes
- Access to Existing Clean Energy Home Retrofit and Weatherization Programs
- Air Filtration for East Oakland High-Priority Facilities
- Community Informed Amortization

Community Concerns and Action Highlights (cont.)

2 Focus Area: **Commercial and Industrial Sources**

Community Concerns

1. Particulate Matter (PM) Exposure: Fugitive Dust, Material Handling, and Construction
2. Toxic Emissions & Hazardous Materials
3. Commercial and Smaller Industrial Facilities
4. Accountability of Polluting Industries and Businesses



Action Highlights

- Rule Amendments to Address Fugitive Dust
- Provide Clear and Accessible Air District Permitting Information
- Targeted Inspections to Address Repeat Violators
- Promote the Complaint Program Through a Public Information Campaign

Community Concerns and Action Highlights (cont.)

3 Focus Area: Illegal Dumping, Trash, and Odors

Community Concerns

1. Unsanitary Conditions, Inequitable Access to Waste Disposal Services, and Lack of Enforcement



Action Highlights

- Illegal Dumping Prevention Community Outreach
- Driving Local Clean Up and Beautification Activities

Community Concerns and Action Highlights (cont.)

4 Focus Area: Public Health and Community Wellness

Community Concerns

1. Contributions of Outdoor Air Pollution to Cumulative Health Impacts
2. Protecting Sensitive Populations and Mitigating Pollution Impacts
3. Raising Awareness about Health Impacts of Air Pollution



Action Highlights

- East Oakland Air Monitoring Project
- Make Air and Emissions Monitoring Data More Accessible
- Improve Air Pollution Awareness

Community Concerns and Action Highlights (cont.)

5 Focus Area: Transportation and Mobile Sources

Community Concerns

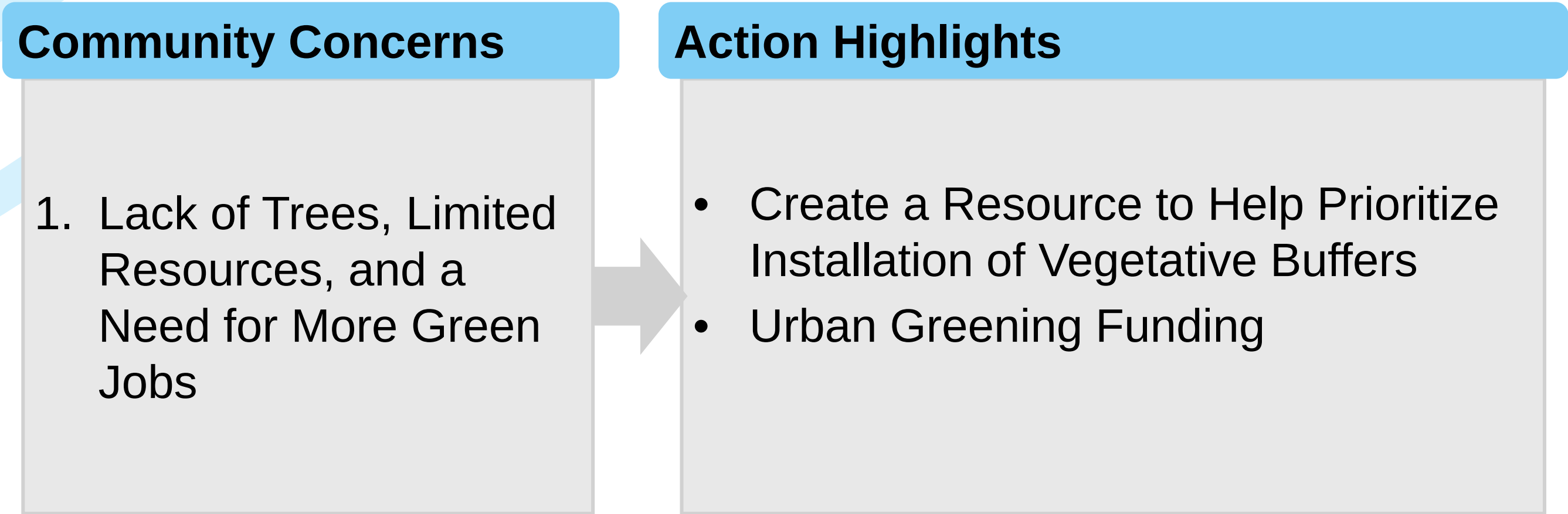
1. Trucks in the Community
2. Interstate-580 Truck Ban
3. Road Dust Near Freeways and High-Volume Roadways
4. Oakland International Airport

Action Highlights

- Indirect Source Policy Package
- Idling Prevention and Outreach
- Study Impacts of Interstate-580 Truck Ban
- Port Zero-Emissions Plan Airport-specific Elements

Community Concerns and Action Highlights (cont.)

6 Focus Area: Urban Greening and Workforce Development



Next Steps

- Public review period for Draft CERP: November 3 to December 7, 2025
- Public Meeting: November 13, 2025
- CSC approval: February 2026
- Community Equity, Health, and Justice Committee (CEHJ) consideration: March 2026
- Board of Directors consideration: May 2026

Questions & Discussion

For more information:

Visit the Air District's Community Health Protection Program

Webpage: <https://www.baaqmd.gov/community-health/community-health-protection-program/east-oakland-community-emissions-reduction-plan>

For questions:

Contact: planning@baaqmd.gov

BAY AREA AIR DISTRICT
Memorandum

To: Chairperson Noelia Corzo and Members
of the Community Equity, Health and Justice Committee

From: Philip M. Fine
Executive Officer/APCO

Date: November 12, 2025

Re: Year 1 Annual Report for the Richmond-North Richmond-San Pablo Path to
Clean Air Assembly Bill 617 Community

RECOMMENDED ACTION

None; the Committee will discuss this item, but no action is requested at this time.

BACKGROUND

Assembly Bill (AB) 617, signed into law in 2017, focuses on improving local air quality and health in disproportionately impacted communities. The Path to Clean Air (PTCA) Community Emissions Reduction Plan (CERP or Plan) aims to reduce air pollution emissions and exposure in the Richmond-North Richmond-San Pablo area. In September 2020, the California Air Resources Board (CARB) approved the Air District's nomination of the PTCA community for the development of a CERP. 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 in May 2024. Each October, annual reports are due to CARB per the Community Air Protection Program Blueprint 2.0.

DISCUSSION

Overview - PTCA Plan

The Plan includes 139 actions across 31 strategies. Strategies address five community concerns—Commercial and Industrial Sources, Fuel Refining, Marine and Rail (M&R), Public Health, and Mobile Sources—and four cross-cutting issues—Compliance and Enforcement, Land Use, Properly Resourced CERP, and Urban Greening. The PTCA goals aim to develop more stringent air pollution policies that address the impacts of historical racial disparities; 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.

Implementation and Reporting

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 (October 2024 to September 2025). The implementation plan provided a roadmap for the Air District, CSC, and partner agencies, helping implementers get on the same page about priorities and expectations. It served as valuable input for determining resource needs and supporting annual budget planning.

Each October, an annual report is required to be submitted by air districts to CARB for each approved CERP, per the Community Air Protection Program Blueprint 2.0. The Year 1 Annual Report reflects completion of the first year of Plan implementation. For implementation purposes, actions in the Plan were categorized by the following factors: Implementation Status (In Progress, Ongoing, Completed, Not Yet Started); Lead Implementer (Air District, CSC, or Partner Implementer); and CSC Priority for Engagement (Inform, Consult, Involve, Collaborate).

Year 1 Progress

To assess implementation progress for the 139 PTCA actions, the Air District collected status updates from action implementers. Action status details are recorded in Appendix 1A of the Year 1 Annual Report.

Action Progress Summary

As of September 2025, 91 (or two-thirds) of the Plan's 139 actions are underway (i.e., In Progress or Ongoing), 2 actions are Completed, and 46 actions are Not Yet Started. 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.

During Year 1 of implementation, a total of 36 actions changed status from Not Yet Started to In Progress.

Table 1: 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

CSC Priorities

The Year 1 Implementation Plan identified 55 actions for implementation. Of these actions, the CSC prioritized 16 actions for active engagement at different levels, following the [International Association for Public Participation's \(IAP2\) Spectrum of Public Participation](#). With respect to those 16 priorities, all are now In Progress or Ongoing. Five of the six priority actions that moved from Not Yet Started to In Progress in Year 1 are part of the Fuel Refining community concern thematic area, a top focus of the PTCA CSC. This includes initiation of three CSC-led actions about Just Transition and Community Benefits.

Incentives Funding and Emission Benefits

The Air District committed almost \$7.3 million in incentives during Year 1 implementation, with \$1.3 million associated with the School Air Filtration Program and \$6 million associated with emission reduction projects. A total of 103 emission-reduction projects were funded in the PTCA area, in alignment with various Plan actions. These include:

- 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)
- 83 emission-reduction projects to permanently remove older light-duty cars and trucks from operation (Mobile 5.3)
- 2 grants to residents to replace their wood-burning stoves with electric heat pumps (Health (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)

Emission benefits to be achieved because of these projects are estimated to total 42 tons, including reductions of 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 is toxic diesel particulate matter (DPM). Emission benefits and incentive dollars, by action, are summarized in Appendix 1B of the Year 1 Annual Report.

Reflections

Reflections on Year 1 implementation included assessment of key accomplishments, lessons learned, challenges, and opportunities. The CSC, Air District, and partner agency implementers identified the following key accomplishments for Year 1. Some are associated with CSC priority actions while others agency implementers moved forward on their own. Together, these accomplishments highlight important progress on implementing the Plan.

Air District and CSC-led Implementation

1. Air District allocated \$1.3 million for 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 and August of 2025.
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.

Partner Agency-led Implementation (moved independently of the CSC and Air District)

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 to pilot Contra Costa Thrives, a Guaranteed Basic Income program that will serve four priority groups.

Challenges and opportunities noted by the CSC spanned various themes, including collaboration, communication, and engagement. Lessons learned will be actively incorporated into ongoing discussions and decision-making regarding Year 2 implementation, supporting continuous improvement and a collaborative path forward.

Additional Reporting Included

Additional reporting is called for in a few areas of the Plan, including Chapters 7 and 9. Actions Compliance & Enforcement (C&E) 1.3 and Fuel Refining (FR) 3.7 in the Plan called for updates on enforcement activities to be reported to the CSC and incorporated in the annual report, including regular compliance and enforcement activity updates (accomplished via a March 2025 presentation on complaints and Notices of Violation (NOVs) from 2022-2024) and annual and quarterly updates on legal penalties (accomplished via a May 2025 presentation on enforcement cases and penalties from 2024 - Sept 2025).

The Plan also calls for an Emissions Management Report, provided in Appendix 2 of the Year 1 Annual Report. The purpose of the annual Emissions Management Report is to improve transparency and emissions data quality for Title V facilities, helping track progress toward emission reduction goals over time.

Next Steps

Ongoing collaboration between the Air District, the CSC, and partner agencies enabled progress in the first year of implementation. Next steps include building on Year 1 progress as we move into Year 2. Co-creation of a Year 2 Implementation Plan will be shaped by the CSC and the Air District's reflections and lessons learned during Year 1, including successes, challenges, and opportunities for growth and improvement.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. This work is included in the Fiscal Year Ending 2026 budget for the AB 617 Program and is funded by AB 617 Community Air Protection Program (CAPP) Implementation funds.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Mausam Jamwal and Laura Cackette
Reviewed by: Wendy Goodfriend and Diana Ruiz

ATTACHMENT(S):

1. Bay Area PTCA Year 1 Annual Report Final
2. Richmond-North Richmond-San Pablo PTCA Year 1 Presentation



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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 Key Accomplishments 15

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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)

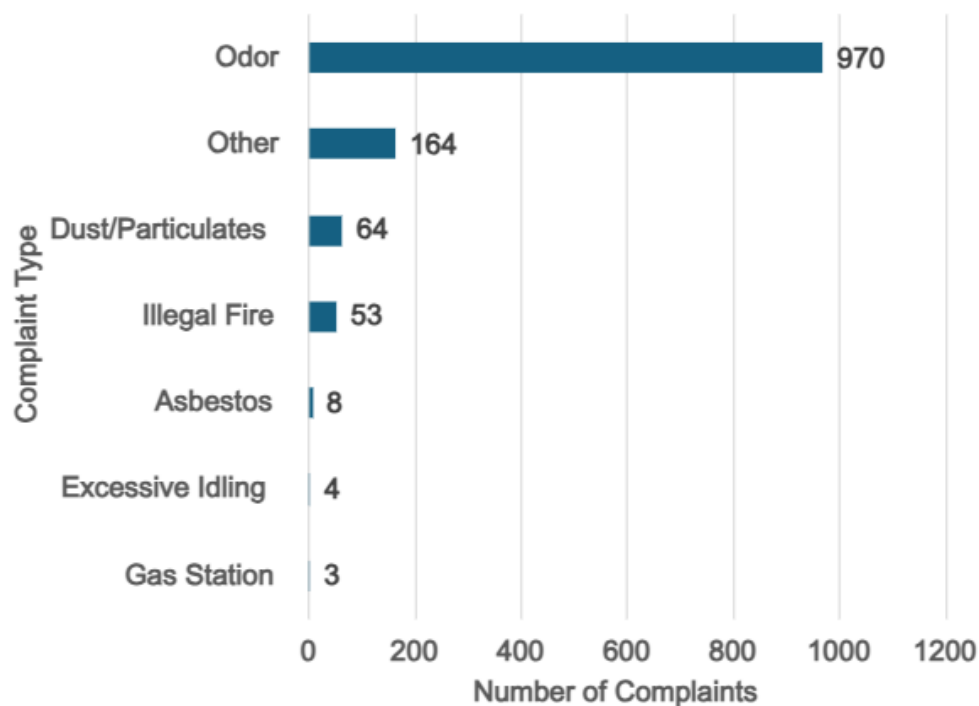


Figure 1: PTCA Complaint Type (2022-2024)

PTCA Alleged Source of Complaint (2022-2024)

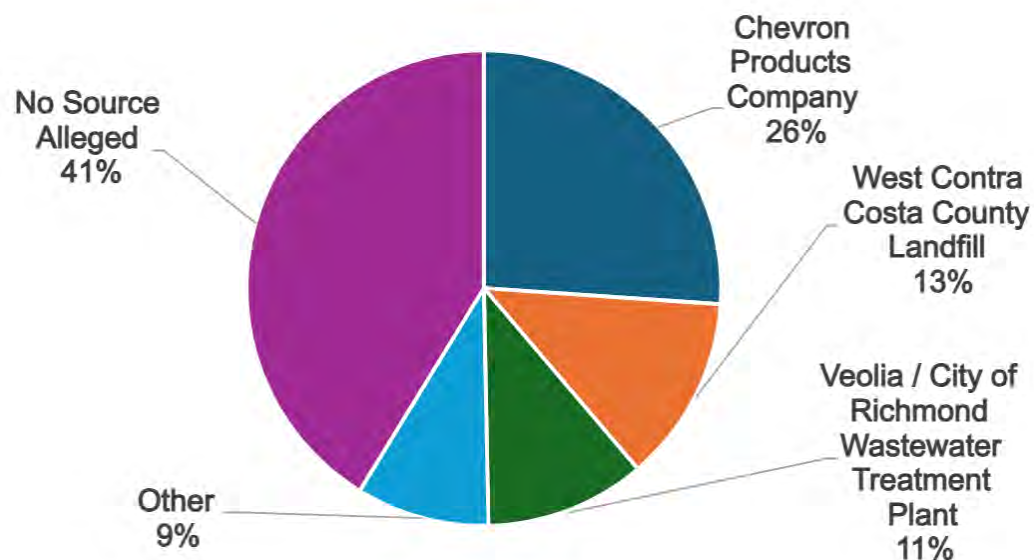


Figure 2: Alleged Source of Complaint (2022-2024)

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.

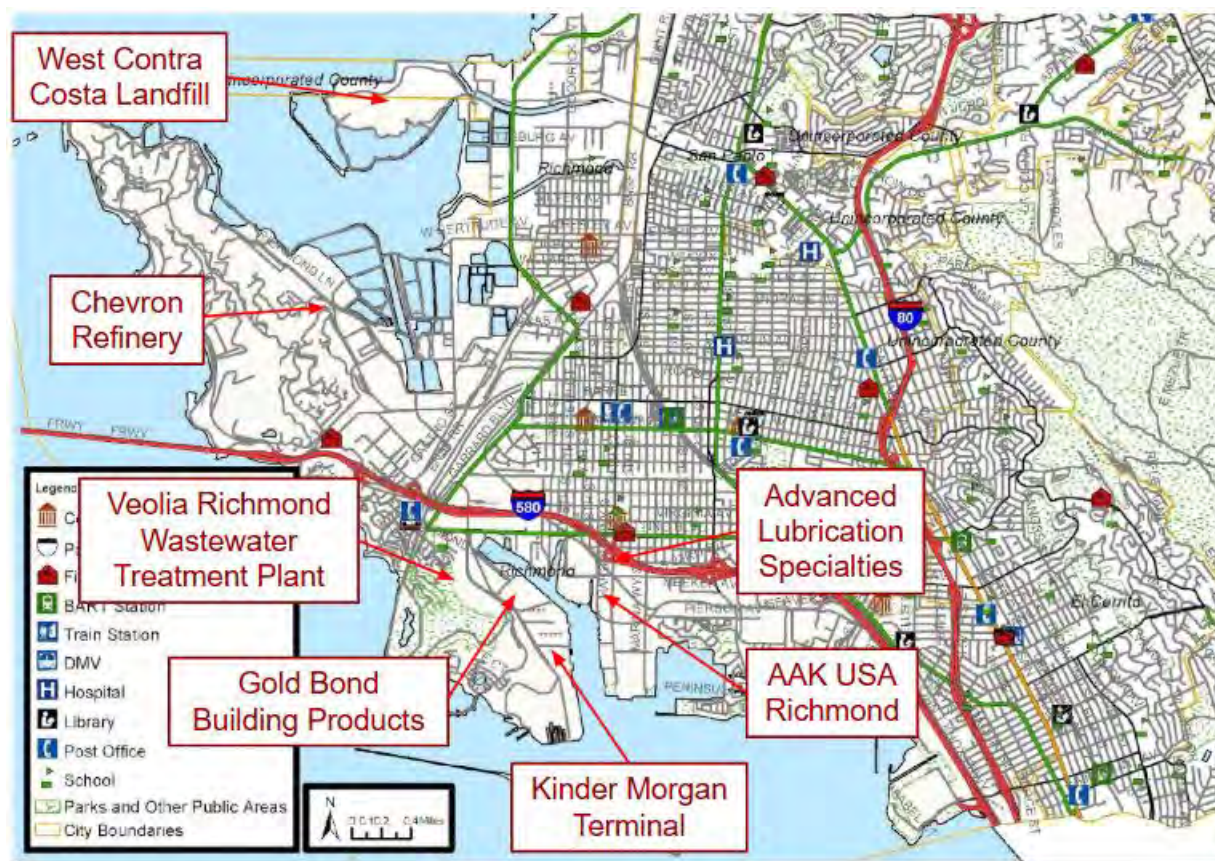


Figure 4: Significant Enforcement Cases in PTCA Area 2024-2025

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

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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
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-notices . The public may also sign up to receive a notification for new or modified permit applications on our website at: https://www.baaqmd.gov/en/permits/public-notices/permit-applications-received	Air District	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

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

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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
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

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

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

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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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

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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 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

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

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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 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

*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 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

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

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

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

*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 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

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 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

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

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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

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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 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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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

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

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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 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

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

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

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 1.2	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

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

*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
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

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

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

*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
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

*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
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

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

*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
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

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 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

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 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

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 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

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 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 MWELo 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.

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

References

Bay Area Air Quality Management District (2023). Path to Clean Air Plan Appendix C: Supplemental Technical Information – Emissions and Modeling. Available at:

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Bay Area Air Quality Management District (2025). Toxic Air contaminant Inventory for 2023.

Available at: https://www.baaqmd.gov/~media/files/engineering/air-toxics-annual-report/2023/toxic-air-contaminant-inventory-for-2023-xlsx.xlsx?rev=97ea2d9128244d4eaf3f19e6c7173f2e&sc_lang=en



Year 1 Annual Report for the Richmond- North Richmond-San Pablo Path to Clean Air Assembly Bill (AB) 617 Community

Community Equity, Health, and Justice Committee

November 12, 2025

Laura Cackette

Principal Environmental Planner
Planning and Climate Protection

Overview – Path to Clean Air Plan

- The Path to Clean Air (PTCA) area includes areas of Richmond, San Pablo, and unincorporated Contra Costa County, including North Richmond
- The California Air Resources Board (CARB) approved the PTCA for the development of a Community Emissions Reduction Plan (CERP) in September 2020
- The PTCA Plan (Plan) was adopted by the Air District in May 2024



Photographs of the PTCA region (Source: PTCA Plan)

Overview – Path to Clean Air Plan (cont.)

Goal 1

Just Transition: Develop more stringent air pollution policies that address the impacts of historical racial disparities and advance social healing and restoration

Goal 2

Health: Lower the community's disproportionate exposure to air pollution by reducing toxic emissions

Goal 3

Community Engagement: Empower the community through education and engagement

Goal 4

Hold Government Accountable: Hold government accountable for implementing the Plan, protecting public health and the environment, and enforcing regulations more effectively on high-polluting industries

Overview – Path to Clean Air Plan (cont.)

Plan includes **139 Actions** across **31** strategies and **9** focus areas:

Community Concerns

- Commercial and Industrial
- Fuel Refining
- Marine and Rail
- Public Health
- Mobile sources

Cross-cutting Issues

- Compliance and Enforcement
- Land Use
- Properly Resourced CERP
- Urban Greening

Implementation and Annual Reporting

Implementation

Chapter 9 of the Plan commits the Air District and the PTCA's Community Steering Committee (CSC) to co-develop an annual Implementation Plan that will identify implementation priorities and help anticipate resource needs ahead of Air District budget planning

Reporting

Each October, an annual report is required to be submitted by air districts to CARB for each approved CERP, per the Community Air Protection Program Blueprint 2.0

Implementation and Annual Reporting (cont.)

- The Year 1 Annual Report reflects progress made in the first year of implementation of the Plan
- For implementation purposes, actions from the Plan are categorized by the following:
 - **Implementation Status** – "In Progress, Ongoing, Completed, Not Yet Started"
 - **Lead Implementer** – Air District, CSC, or Partner Implementer (e.g., City of Richmond)
 - **Level of CSC Engagement in CSC Priority Actions** – "Inform, Consult, Involve, Collaborate"

Summary of Year 1 Progress

- **Two-thirds** of the actions (91 of 139) in the Plan are **underway** ("In Progress, Ongoing, or Completed")
- 36 actions changed status from "Not Yet Started" to "In Progress" in Year 1

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

* Ongoing actions refer to work being performed on an ongoing basis, including actions with recurring reporting commitments.

CSC Year 1 Priority Actions

- Year 1 Implementation Plan has 55 actions
- Of these, **16 actions are CSC priorities for engagement**
 - All 16 are now "In Progress" or "Ongoing"
 - 5 of 6 actions initiated are part of the Fuel Refining community concern thematic area, a top focus for the PTCA CSC
 - Includes initiation of 3 CSC-led actions about Just Transition and Community Benefits

Community Concern	Number of CSC Priority Actions
Fuel Refining	10 actions
Commercial & Industrial Sources	3 actions
Health, Marine & Rail, Resource PTCA	1 action each

16 CSC priorities for engagement, grouped by community concern thematic area

Incentives and Emission Benefits

About **\$7.3 million (M) in incentives** were committed for projects benefiting the PTCA area:

- \$1.3 M associated with the School Air Filtration Program
- \$6 M associated with 103 emission reduction projects

Associated Emission Reductions:

- 35.9 tons of nitrogen oxides (NOx)
- 3.4 tons of reactive organic gases (ROG)
- 2.7 tons of particulate matter (PM), 1.4 tons of which are toxic diesel PM

Incentives and Emission Benefits (cont.)

The 103 emission-reduction projects benefiting the PTCA area include:

- 17 projects switching industrial, cargo-handling, construction and marine equipment to cleaner alternatives, including 10 that will go all-electric
- 83 grants to owners to remove their older light-duty cars and trucks from operation
- 2 grants to residents to replace their wood-burning stoves with electric heat pumps
- An increase in funding towards a previously-contracted project to install ocean-going vessel shore power at the Port of Richmond

Reflections - Key Accomplishments

Air District and CSC-led Implementation

- 1** Air District allocated \$1.3 M for 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.

Reflections - Key Accomplishments (cont.)

Air District and CSC-led Implementation

- 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.

Reflections - Key Accomplishments (cont.)

Air District and CSC-led Implementation

- 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 and August of 2025.
- 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.

Reflections - Key Accomplishments (cont.)

Partner Agency-led Implementation

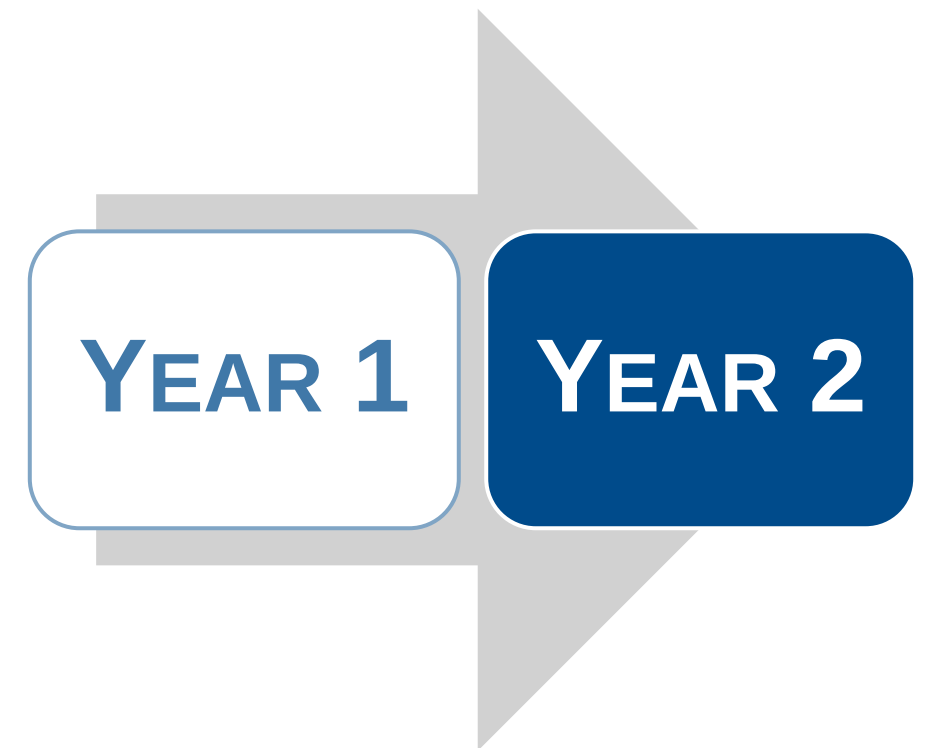
- 8 Contra Costa Health developed a Healthy Checkout ordinance in unincorporated Contra Costa County (including North Richmond), promoting placement of healthy food at point of sale in retail stores.
- 9 Contra Costa County to pilot Contra Costa Thrives, a Guaranteed Basic Income program that will serve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

Additional Reporting Included

- Regular Compliance and Enforcement Activity Updates to the CSC
 - Compliance & Enforcement Division presentation to the CSC in March 2025 on complaints and Notice of Violations (NOVs) from 2022-2024
- Annual and Quarterly Updates to the CSC on Legal Penalties
 - Legal Division presentation to the CSC in May 2025 on enforcement cases and penalties from 2024 - September 2025
- Emissions Management Report

Next Steps

- Build upon Year 1 progress as we move into Year 2
 - Annual Report updates show advancement of actions prioritized by the CSC
- Co-create an Implementation Plan to guide Year 2 priorities
 - Continue reflection in partnership with the CSC on successes, challenges, and opportunities for growth and improvement



Questions & Discussion

For more information:

Visit the Air District's Community Health Protection Program Webpage:
<https://www.baaqmd.gov/en/community-health/community-health-protection-program>

For questions:

Contact: planning@baaqmd.gov

BAY AREA AIR DISTRICT
Memorandum

To: Chairperson Noelia Corzo and Members
of the Community Equity, Health and Justice Committee

From: Philip M. Fine
Executive Officer/APCO

Date: November 12, 2025

Re: Draft Guidelines: Local Community Benefits Fund for Benicia, Richmond, and
Surrounding Communities

RECOMMENDED ACTION

None; the Committee will discuss this item, but no action is requested at this time. Air District staff will present Final Guidelines to the Board of Directors in January 2026 for the Board's consideration and adoption.

BACKGROUND

The Air District collects penalties from facilities that violate our regulations. In May 2024, the Board of Directors adopted a Community Benefits Penalty Funds Policy to direct these penalty funds back to the communities where violations occurred and communities most impacted by air pollution. The Community Benefits Penalty Funds Policy sets up a formula that automatically allocates 80% of the funds to the Local Community Benefits Fund and 20% to the Regional Community Benefits Fund after meeting a pre-determined threshold and split for specific penalty amounts.

In addition to penalties, sometimes violators commit to providing mitigation funds to fund projects to mitigate the harmful effects caused by their emissions as part of the resolution of their violations. For example, in 2024, Chevron USA, Inc., committed to funding the Richmond Community Air Quality Fund to provide mitigation for potential particulate matter emissions at the Chevron Richmond refinery in violation of Air District Rule 6-5. The Air District is administering these mitigation funds through the Local Community Benefits Fund, although they are subject to certain additional restrictions that do not apply to the penalty monies in the Local Community Benefits Fund.

The largest portion of funds to date have been allocated to the Local Community Benefits Fund for Benicia and the Local Community Benefits Fund for Richmond. The Air District has therefore focused its initial fund disbursement efforts on the funds for those areas.

DISCUSSION

The Draft Guidelines for the Local Community Benefits Fund, accompanied by Calls for Projects for Benicia and Surrounding Communities and Richmond and Surrounding Communities, outlines applicant, geographic and project eligibility for the funds. The Draft Guidelines were informed by the Air District 2024-2029 *Strategic Plan*, a community survey that received over 1000 responses, public comment and community feedback.

Grant Structure

Grant Goals & Types

The Local Community Benefits Fund reinvests penalties and mitigation funds in the specific communities affected by the air quality violations associated with those funds. The Local Community Benefits Fund goals are to:

- Reduce air pollution or mitigate air pollution impacts, improve public health outcomes and build economic resilience for a just transition;
- Advance integrated projects to holistically meet community needs; and
- Strengthen community-driven, collaborative, place-based solutions.

In general, funds derived from penalties can be used for projects that further any of these goals. Funds derived from mitigation payments may be more limited, depending on the terms under which those mitigation payments are made (e.g., the Richmond Community Air Quality Fund).

The Local Community Benefits Fund prioritizes funding consolidated, larger grants with multiple projects that result in more immediate benefits within the community. Three grant types are available: a large Catalyst Grant, a medium-sized Opportunity Grant, and a smaller Seed Grant reserved for non-profits. When sufficient funding is available, Catalyst Grants are the primary focus of the Local Community Benefits Fund.

Applicant Eligibility

For Catalyst and Opportunity Grants, Lead Applicants must partner with Co-Applicant(s) and develop a Partnership Structure to implement grant projects. Eligible Lead Applicants include: nonprofit organizations, local government agencies, cities, counties, schools, and California Native American Tribes.

Strategies

The Local Community Benefits Fund supports projects that creatively meet community needs and deliver more immediate benefits. Applications must advance at least one of the strategies below:

- *Reduce or Mitigate Air Pollution, Improve Understanding of Local Air Pollution Impacts, and Improve Health Outcomes:*The purpose of this strategy is to mitigate air pollution harm caused in the past, address health impacts exacerbated by air pollution experienced in the present, and prevent and identify new opportunities to avoid potential air pollution harm in the future.
- *Build Economic Resilience for a Just Transition:*The purpose of this strategy is to build economic resilience that also delivers critical benefits related to air quality and public health. This strategy provides targeted economic support to communities experiencing the transition away from fossil fuels and other environment-related disruptions. While these transitions are necessary to address the climate crisis, they risk causing extreme economic disruption in communities—particularly for those who have borne the brunt of pollution from industrial facilities.

Call for Projects: Benicia and Surrounding Communities

The Air District, in conjunction with the California Air Resources Board, fined Valero Refining Company for air quality violations in October 2024. The Local Community Benefits Fund for Benicia and surrounding communities has \$60,011,061 in available funding.

Eligible communities are those located in Benicia and surrounding communities, which includes: Vallejo, Rodeo, Crockett, Port Costa, Martinez (areas north of Highway 4), Mountain View, Vine Hill, Pacheco, Concord (areas north of Highway 4, and south of Highway 4 between Interstate 680 and Highway 242), Clyde, Bay Point, and Pittsburg.

Projects located in Benicia are eligible for Catalyst, Opportunity, and Seed Grants. Projects located in surrounding communities are eligible for Opportunity and Seed Grants.

Call for Projects: Richmond and Surrounding Communities

\$35,744,460 in funding is available for Richmond and surrounding communities. This funding derives from two sources:

- *Penalty funds:* The Air District has fined Chevron and other companies in the Richmond area for various air quality violations. Penalty funds can be used for any projects eligible for funding under these Guidelines. \$15,744,460 in penalty funds is available.

- *Mitigation funds:* Chevron committed to pay into a Richmond Community Air Quality Fund to mitigate the effects of potential particulate matter emissions in violation of Air District Rule 6-5 (Particulate Emissions from Refinery Fluidized Catalytic Cracking Units). The Richmond Community Air Quality Fund is designated for projects that will reduce particulate matter emissions and particulate matter exposure in the vicinity of the Richmond refinery. The Richmond Community Air Quality Fund has \$20,000,000 in available funding.

Applicants do not need to identify a funding source when submitting their applications; Air District staff will determine the applicable funding sources based on the scope of projects selected for funding.

Eligible communities are those located within the Path to Clean Air (PTCA) Community Emissions Reduction Plan area, a designated Assembly Bill 617 Community. The PTCA area comprises a portion of the City of Richmond, San Pablo and several unincorporated areas in Contra Costa County including Bay View, East Richmond Heights, Rollingwood, Tara Hills, Montalvin Manor, North Richmond, El Sobrante, and portions of Pinole.

Projects located within the PTCA boundary are eligible for the Catalyst, Opportunity, and Seed Grants.

Anticipated Timeline

- October 27, 2025: Draft Guidelines released
- November 25, 2025 – 5:00pm PST: Public Comment deadline
- January – February 2026: Grant Application opens
- May 2026: Grant Application deadline
- September 2026: Grant Awards approved
- Quarter 4 2026 and beyond: Grant Agreements finalized
- 2027: Grantees commence work

BUDGET CONSIDERATION/FINANCIAL IMPACT

None; funding for the Local Community Benefits Fund is derived from the Community Benefits Penalty Funds Policy, which was previously approved by the Board of Directors.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Emi Wang
Reviewed by: Arsenio Mataka

ATTACHMENT(S):

1. DRAFT Local Community Investment Fund Guidelines
2. DRAFT Call for Projects - Benicia
3. DRAFT Call for Projects - Richmond
4. Draft Guidelines: Local Community Benefits Fund for Benicia, Richmond, and Surrounding Communities Presentation

Local Community Investment Fund

DRAFT Proposed Guidelines

Bay Area Air District
October 2025

The official version of this document is the English version.

Please read this document completely before filling out an application. Incomplete applications will not be accepted. The Air District reserves the right to modify this solicitation at its sole discretion.

If you have questions about the grant program or application process, please contact the Air District's Community Investments Office at communityinvestments@baaqmd.gov

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SECTION 1: GRANT SUMMARY

The Local Community Benefits Fund distributes funding from the Air District's Community Benefits Penalty Funds Policy and other funds from enforcement actions.

Local Community Benefits Fund	
Goals	The Local Community Benefits Fund reinvests back in the specific community affected by the air quality violations that led to the penalty. The Local Community Benefits Fund goals are to: • Reduce air pollution or mitigate air pollution impacts, improve public health outcomes and build economic resilience for a just transition. • Advance integrated projects to holistically meet community needs. • Strengthen community-led and collaborative solutions.
Grant Types	The Local Community Benefits Fund prioritizes funding consolidated, larger grants with multiple projects that result in more immediate benefits within the community. Three grant types are available: a large Catalyst Grant, a medium-sized Opportunity Grant, and a smaller Seed Grant reserved for non-profits. Catalyst Grants are the primary focus, and it is expected that a majority of the available funding will be awarded to Catalyst Grants.
Eligibility	For Catalyst and Opportunity Grants, Lead Applicants must partner with Co-Applicant(s) and develop a Partnership Structure to implement grant projects. Eligible Lead Applicants include nonprofit organizations, local government agencies, cities, counties, schools and California Native American Tribes.
Projects	Eligible projects include but are not limited to indoor air quality improvements, energy efficiency, air pollution monitoring, emissions reduction and exposure strategies, public health strategies, and just transition strategies.
Anticipated Timeline	• October 27, 2025: Draft Guidelines released • November 25, 2025 – 5pm PST: Public comment deadline • February 2026: Grant Application opens • May 2026: Grant Application deadline • September 2026: Grant Awards approved • Q4 2026 and beyond: Grant Agreements finalized • 2027: Grantees commence work Any updates to this timeline will be updated on the Community Investments Office website.

SECTION 2: PROGRAM VISION

2.1 Background

Community Benefits Penalty Funds Policy

In May 2024, the Bay Area Air District established the Community Benefits Penalty Funds Policy to directly support communities disproportionately impacted by air pollution. When penalties are assessed against entities violating air quality regulations, this policy enables penalty funds to be reinvested directly back to communities through impactful projects.

The Community Benefits Penalty Funds Policy includes a funding formula: after meeting a predetermined threshold and split for specific penalty amounts, 80% of funds are allocated to the Local Community Benefits Fund, and 20% to the Regional Community Benefits Fund.

- The Local Community Benefits Fund is designated to reduce air pollution, mitigate air pollution impacts, and improve health outcomes in the specific communities affected by the air quality violations that led to the penalty.
 - This Guidelines document focuses on the Local Community Benefits Fund.
- The Regional Community Benefits Fund is designated to reduce air pollution, mitigate air pollution impacts, and improve health outcomes across the communities within the Air District's jurisdiction. Future grant programs will disburse funding from the Regional Community Benefits Fund.

Community Investments Office

In December 2024, the Air District established the Community Investments Office (CIO) to develop and manage tailored programs for funding streams generated by penalties and other funds. The CIO administers the Community Benefits Penalty Funds Policy and other funds from enforcement actions to direct resources back into the communities where violations occurred to improve community health and air quality.

The CIO has identified the following goals to guide its overall operations and ensure that funds from enforcement actions directly benefit communities impacted by air pollution:

- Direct funding to projects that improve air quality and public health in areas disproportionately impacted by air pollution.
- Increase equitable access to resources, projects, and programs.
- Collaborate with impacted communities to identify and prioritize air quality related needs and solutions.

- Ensure investments are aligned with community needs by engaging local leaders, non-profits, businesses, and community members.
- Provide timely, clear, and accessible public information regarding penalty assessments and fund availability.

2.2 Local Community Benefits Fund

The Local Community Benefits Fund reinvests back in the specific community affected by the air quality violations that led to the penalty. The Local Community Benefits Fund may also invest mitigation funds that are more limited in their scope (e.g., Richmond Community Air Quality Fund).

The Local Community Benefits Fund goals are to:

- Reduce air pollution or mitigate air pollution impacts, improve public health outcomes and build economic resilience for a just transition.
- Advance integrated projects to holistically meet community needs.
- Strengthen community-driven, collaborative, place-based solutions.

The Local Community Benefits Fund is focused on funding consolidated, larger grants with multiple projects that result in more immediate benefits within the community. The Community Investments Office is building its internal operations and is currently limited in its ability to administer many small grants.

Awards from the Local Community Benefits Fund are split into three grant types outlined in the table below. When sufficient funding is available, Catalyst Grants are the primary focus of the Local Community Benefits Fund.

Calls for Projects for specific communities will be released as funding is made available. Please refer to the Calls for Projects documents for specific details.

Grant	Overview <i>Details vary; see Call for Projects documents</i>
Catalyst Grant	• Grant size ranges between \$10 - \$40 million; see Call for Projects documents • Lead Applicant must partner with multiple Co-Applicants • Up to 5-year grant term • Eligible communities vary; see Call for Projects documents
Opportunity Grant	• Grant size ranges between \$500,000 - \$5 million • Lead Applicant must partner with at least one Co-Applicant(s) • Up to 3-year grant term

	• Eligible communities vary; see Call for Projects documents
Seed Grant	• Grant size ranges between \$100,000 - \$200,000 • Open to 501(c)(3) non-profit organizations only, no Co-Applicant requirement • Up to 2-year grant term • Eligible communities vary; see Call for Projects documents

SECTION 3: ELIGIBLE APPLICANTS

3.1 Partnership Structure

The Local Community Benefits Fund seeks to strengthen community-led and collaborative solutions. For Catalyst and Opportunity Grants, Lead Applicants must partner with Co-Applicant(s) to carry out their grant activities and deliverables. Successful implementation of complex projects that meet multiple community needs requires strong partnerships. Priority in scoring will be awarded to applications that demonstrate strong multi-stakeholder partnerships rooted in community priorities and leadership.

- Catalyst Grants: Lead Applicant must partner with multiple Co-Applicants.
- Opportunity Grants: Lead Applicant must partner with at least one Co-Applicant.
- Seed Grants: No Co-Applicant is required.

For Catalyst and Opportunity Grants, Applicants must develop a Partnership Structure to govern grant implementation. Applications with clearly defined and meaningful co-management structures will be prioritized over projects lacking such clarity or omitting meaningful co-management. The Partnership Structure should outline co-management structures, including, at minimum, the following:

- Roles and responsibilities of the Lead Applicant and Co-Applicant(s).
- Transparent decision-making processes.
- The process the Lead Applicant will use to reimburse Co-Applicant(s).

The Lead Applicant will administer sub-awards to Co-Applicant(s) to implement project activities and must have the capacity to build collaboration across multiple entities. The Lead Applicant will be responsible for overall project deliverables and for the financial management of the grant.

If Tribes are included as Lead Applicants or Co-Applicant(s), Tribes' sovereign status should be respected and upheld through the development of the Partnership Structure. The Partnership Structure should additionally outline measures that will be taken to

protect the confidentiality of Tribal data and Traditional Ecological Knowledge collected or shared as part of grant activities.

3.2 Eligible Lead Applicants

Entities eligible to apply as Lead Applicants include:

- Nonprofit organizations holding a current tax-exempt status under Section 501(c)(3) of the federal Internal Revenue Code, including community-based organizations, philanthropic organizations and foundations, faith-based organizations, and community development finance institutions.
- Local government agencies, including cities, counties, joint powers authority, special districts, councils of governments, and other public agencies.
- Local schools and school districts.
- California Native American Tribes. For the purposes of this grant, this includes all Federally Recognized Tribes on the most recent notice of the Federal register, or a non-federally recognized California Tribal government on the California Tribal Consultation List maintained by the California Native American Heritage Commission.

Organizations and entities previously or currently awarded funding by the Air District through other programs are eligible to apply.

Lead Applicants may submit up to one application each for a Catalyst, Opportunity and Seed Grant.

3.3 Eligible Co-Applicants

Eligible Co-Applicant entities include the organizations listed above in the Eligible Lead Applicants section. Eligible Co-Applicants also additionally include for-profit businesses such as contractors, consultants, and vendors. There is no limit on the number of applications a Co-Applicant may join.

3.4 Ineligible Applicants

Entities not eligible to apply include but are not limited to:

- Individuals.
- Current Air District employees or immediate family who would benefit financially from a contract with the Air District.
- Air District Board members representing themselves as individuals, and any entity in which a Board member has a financial interest that would disqualify the

Air District from contracting with the entity. Members of the Board of Directors who represent eligible local government agencies will be asked to submit a recusal testifying that they will not benefit financially from a grant award.

SECTION 4: CORE ELEMENTS

4.1 Strategies

The Local Community Benefits Fund supports projects that creatively meet community needs and deliver more immediate benefits. Applications must advance at least one of the strategies below.

Reduce or Mitigate Air Pollution, Improve Understanding of Local Air Pollution Impacts, and Improve Health Outcomes

The purpose of this strategy is to mitigate air pollution harm caused in the past, address health impacts exacerbated by air pollution experienced in the present and prevent and identify new opportunities to avoid potential air pollution harm in the future. This can be done through actions that directly reduce air pollution emissions, directly reduce human exposure to air pollution emissions, enable exposure reductions through increased understanding of how air pollution emissions impact air quality at the community scale, or demonstrably and tangibly provide a positive impact to health and wellbeing.

Health impacts resulting from air pollution include, but are not limited to, acute respiratory issues such as asthma, chronic conditions such as cardiovascular disease, and severe illnesses such as cancer. Chronic air pollution exposure increases these risks and contributes to compounding negative effects on overall health. This air pollution reduction and mitigation strategy complements the Air District's statutory mandate to regulate stationary sources of air pollution.

This strategy aims to reduce and mitigate health harming pollutants to improve health outcomes. Some potential projects include:

- Indoor air quality improvements
- Green and healthy residential, multi-family and public buildings
- Air pollution monitoring
- Emissions reduction and exposure reduction strategies
- Urban greening

Please see Appendix B for a list of illustrative eligible project types.

Build Economic Resilience for a Just Transition

The purpose of this strategy is to build economic resilience that also delivers critical benefits related to air quality and public health. This strategy provides targeted economic support to communities experiencing the transition away from fossil fuels and other environment-related disruptions. While these transitions are necessary to address the climate crisis, they risk causing extreme economic disruption in communities—particularly for those who have borne the brunt of pollution from industrial facilities.

This strategy aims to make responsive and community-directed economic support that helps residents and workers weather the transition away from fossil fuels. Economic resilience projects must deliver benefits that support the transition from fossil fuels, such as benefits in air quality, public health or a clean economy. Some potential projects include:

- Wage support or labor transition support for workers to transition away from the fossil fuel industry
- Community stabilization and health initiatives
- Initiatives to advance economic diversification that support the transition away from fossil fuels and deliver air quality or public health benefits
- Community planning to re-envision land use
- Economic recovery and development planning that prioritizes healthy communities and economic resilience
- Redevelopment planning for industrial and polluted properties

Please see Appendix B for a list of illustrative eligible project types.

4.2 Community Needs

Projects must be driven by community-identified needs, priorities, and solutions. Applicants will be required to demonstrate how community-based organizations, residents and other key stakeholders were meaningfully involved in community visioning, planning, project prioritization, and decision-making processes. Applicants will be required to demonstrate what the priority community needs are, how those priorities were determined, and how project types were then prioritized for the application.

Methods to demonstrate prior community engagement and identification of community priorities include but are not limited to:

- Community engagement activities such as forums, focus groups, surveys, design charettes etc.
- Community plans
- Participatory action research

- Participatory budgeting processes
- Community advisory boards

4.3 Community Engagement

To ensure meaningful community leadership through the life cycle of the project, applications must include ongoing community engagement. This will ensure that grant implementation and oversight continue to be informed by community feedback and expertise, particularly feedback from residents, community-based organizations, and other key stakeholders.

Meaningful community engagement should include two-way communication and mechanisms for incorporating community feedback throughout the life cycle of the project. Applications will be asked to identify how the applicant will engage, partner and be responsive to diverse community members through grant implementation:

- Methods that will be used to inform community members on implementation progress, project benefits available to community members, and key indicator tracking.
- Methods that will be used to solicit and incorporate community feedback during grant implementation.

SECTION 5: PROJECTS

Applications, particularly for the Catalyst and Opportunity Grants, are encouraged to integrate multiple projects that holistically address multiple community needs and deliver tangible benefits.

For each project, applications must develop a Measurable Outcomes Plan. The Measurable Outcomes Plan ties measurable outcomes to milestones, activities, indicator tracking and the requested budget.

5.1 Measurable Outcomes

All projects must provide meaningful and measurable outcomes and benefits. Applicants will be asked to identify specific outcomes that will be achieved through the project. Tracking of quantitative outcomes is recommended. Where applicable, projects should achieve the following:

Minimize harm caused by air pollution:

- Calculable emission reductions from stationary or mobile sources of air pollution

- Quantifiable reduction in exposure to air pollution, through strategies such as air filtration and clean air centers
- Demonstration of how air monitoring data collected meets a community need unmet by existing data, increases the understanding of local impacts of air pollution emissions, and provides information needed for specific actions that reduce emissions or exposure
- Response or treatment for medical conditions that have been associated with air pollution exposures
- Demonstration of positive impact on health and wellbeing, with a relationship to health impacts that have been associated with air pollution exposure

Maximize economic benefits, such as financial savings and high-quality job creation:

- Direct financial savings for residents, such as through energy bill savings.
- Development of workforce development and training programs with career pathways for residents, in partnership with local workforce development boards and other key stakeholders
- Creation of local, high-quality jobs that offer prevailing wages, benefits and opportunities for advancement
- Opportunities for small local businesses and contractors

5.2 Milestones

Applicants will be required to identify key project milestones and activities. Milestones are defined as significant markers in a project, such as deliverables, events or completed phases of work. Activities are the specific steps taken to reach each milestone.

Task 1:			
Milestone	Activities	Project Lead	Completion Date
Task 2:			
Milestone	Activities	Project Lead	Completion Date

5.3 Indicator Tracking

Applications must identify an overall evaluation approach to measuring project progress, outcomes and impact. Applications should identify quantitative and qualitative indicators

that will be used to track project progress. Indicators (e.g., number of health services offered) track progress towards achieving measurable outcomes (e.g., improved respiratory health).

SECTION 6: ELIGIBLE COSTS

6.1 Eligible Costs

Eligible direct costs are direct costs for goods or services that are incurred during the grant term, and that are directly tied to project implementation. Costs should not exceed those which a prudent person would incur and should be consistent with market prices for comparable goods and services.

Indirect costs refer to the general costs of operations such as rent, utilities, administrative staff, insurance, and legal services, and are allowable up to 12%.

Eligible costs include but are not limited to:

- Direct staff costs for the Lead and Co-Applicant(s), including salaries at an hourly rate, benefits, and leave
- Subcontractors. Applicants will be asked to specify the purpose and estimated cost for typical contractual services.
- Consultants. Applications should keep consultant costs below 50% of the budget.
- Materials, supplies and equipment. Purchases over \$5,000 must be itemized.
- Pre-development costs
- Construction costs
- Site acquisition costs
- Community engagement costs, including but not limited to:
 - o Outreach and engagement materials
 - o Translation and interpretation
 - o Facilitation for community meetings
 - o Participant compensation for engagement in activities such as meetings, design charettes or surveys. These events should be documented with deliverables such as sign-in sheets or survey data.
 - o Transportation stipends
 - o Rental costs of equipment or facilities
 - o Food and refreshments, such as during an evening community meeting that takes place during typical dinner hours
- Travel costs directly tied to grant implementation
- Fiscal sponsorship costs
- Evaluation and reporting activities

- Indirect costs up to 12%
- Other costs. For other direct costs that do not fit into any of the above budget categories, please list each item in sufficient detail so that Air District staff may determine the reasonableness and allowability of the cost.
- Contingency costs up to 10% of the application's total direct costs. Contingency costs may be set aside to cover unforeseen expenses or unexpected costs that may arise during the grant term.

6.2 Ineligible Costs

Ineligible costs include but are not limited to:

- Cost of preparing or submitting the grant application
- Operations and maintenance costs outside of the grant term
- Direct lobbying that seeks to influence an elected or public official on an issue, such as passage of a legislative bill
- Public lobbying that seeks to build political support among the general public for an issue or candidate
- Out-of-state travel and incidental costs associated with travel
- Alcohol, cannabis, or other intoxicants
- Luxury or gourmet food, refreshment, or travel upgrades
- Endowment campaigns
- Fundraising activities
- Marketing of products or technologies for profit
- Costs that occur outside of the grant agreement term

If an application recommended for an award includes ineligible costs, those costs will be excluded, and the project's recommended total award will be adjusted accordingly.

SECTION 7: READINESS REQUIREMENTS

7.1 Management Capacity

The Lead Applicant and Co-Applicant(s) must demonstrate the ability to manage and implement complex projects. The Lead Applicant and Co-Applicant(s) must also demonstrate the capacity to manage other grant components such as partner coordination, community engagement, evaluation and reporting. To demonstrate management capacity, applications must:

- Describe past organizational experience and examples of successful completion of projects of similar scope and size.

- Identify the Lead Applicant or Co-Applicant responsible for leading each project.

7.2 Financial Capacity

The Lead Applicant and Co-Applicant(s) must demonstrate sufficient financial capacity to manage the grant, including evidence of sufficient cash flow to manage reimbursement-based grant funding.

- The Lead Applicant and Co-Applicant(s) must provide their annual organizational budget and recent financial statements.
- Non-profit organizations must submit a copy of their most recent Federal Form 990 and a copy of the organization's IRS 501(c)(3) Tax Determination Letter.
 - o If a non-profit is partnering with a fiscal sponsor, they must provide the fiscal sponsor's most recent Federal Form 990 and a copy of the organization's IRS 501(c)(3) Tax Determination Letter. They must also provide a letter of fiscal sponsorship.
- Any Applicant that has had an audit finding in the last five years is required to enclose it in the application in an official letter.

7.3 Approvals & Alignment

Applications must demonstrate that they are able to begin grant performance upon award, and complete project deliverables within the grant term:

- Site control: Applicants must demonstrate that they own or control the site where a project will be located or that they have legally binding access or permission to the site.
- Permits and approvals: Applications must demonstrate that they have already obtained any necessary permits or approvals to implement projects.
- Alignment with existing plans: Applications must demonstrate that projects are consistent with any land use plans, such as General Plans, Climate Action Plans or similar government policy documents.
- Operations and maintenance: Applications must demonstrate how operations and maintenance of any physical infrastructure will be assured during and after the grant term. Applications must describe their operations and maintenance plan and financing approach for physical infrastructure projects.

SECTION 8: APPLICATION SUBMISSION

8.1 Application Process

Application materials will be available on the [Community Investments Office website](#), and Air District staff will offer grant information sessions during the application solicitation window.

8.2 Technical Assistance

Application technical assistance will be offered. More information will be provided in the final solicitation.

SECTION 9: APPLICATION REVIEW

9.1 Threshold Eligibility Review

To be eligible for consideration, applications must be fully complete and submitted before the due date. A complete application includes the following components:

General Completeness

- ☐ Application materials are complete and sufficient to assess the feasibility of the proposed project(s) and its compliance with the application requirements.
- ☐ Application materials meet the program's core strategies.

Applicant Eligibility

- ☐ Lead Applicant is an eligible organization.
- ☐ Co-Applicant(s) is an eligible organization(s).
- ☐ Application geography is within the eligible community's criteria. See specific Call for Projects document for more information.

Documents

- ☐ Application Content
 - o Overall Narrative
 - o Project Narrative(s)
 - o Budget
 - o Project Area Map
 - o References
- ☐ Additional Documentation:
 - o Copies of annual organizational budgets and a copy of recent financial statements
 - o Non-profit documentation

- o Audit findings over the last five years
- o Additional documentation to verify that the applicant has met any necessary approvals, permits or other requirements to begin grant implementation.

9.2 Application Review & Scoring

Eligible applications will be scored by an Agency Review Panel and a Community Review Panel and will receive a total combined score. The scoring criteria will be released with the application solicitation.

Review Panel members cannot be associated with a grant application and will be subject to applicable conflict-of-interest limitations on participating in Air District decision-making.

Agency Review Panel

The Agency Review Panel will consist of stakeholders such as Air District Staff, Air District Board Members, local government officials and outside technical experts.

Community Review Panel

The Community Review Panel will consist of community stakeholders who hold strong community knowledge and expertise. Community Review Panel members will be selected by the Air District through a process designed to reflect diversity, lived experience and expertise.

Community Review Panel members will receive a stipend for their time and expertise. More information on the Community Review Panel selection process, expected time commitment and other details will be communicated after the grant solicitation opens.

9.3 Grant Selection & Award

The highest scoring applications will be reviewed by Air District staff, considering the breadth and scope of projects, impact and geographical diversity and representation, project overlap, as well as other criteria. Staff may check references listed in the application as well as additional references, including local government entities in the project area.

Staff will share the highest-ranking applications, and a recommended portfolio of projects for funding, to the Board of Directors for consideration and approval.

The Air District's Board of Directors will make the final selection of projects to fund with consideration of the Agency and Community Review Panel's recommendations, as well as staff recommendations, and may elect not to fund projects or select different projects from within the applicant pool for funding. The Air District reserves the right not to award a grant, or award only a portion of a grant, as subject to available funding. If the Air District awards an amount that differs from the amount requested, Air District staff will work with the grantee to align deliverables, outcomes, and timelines appropriately.

At its sole discretion, the Air District Board of Directors reserves the right, but has no obligation, to do any of the following at any time:

- Partially fund applications by funding discrete portions or phases of applications.
- Cancel, modify, extend, or amend a grant solicitation.
- Revise the amount of funds available or the terms specified in this Guidelines document or subsequent Call for Projects
- Adjust evaluation criteria, as outlined.
- Change the evaluation process as described in these Guidelines.
- Reject any or all applications received in response to this Request for Applications for any or no reason, to the extent permitted by law.

SECTION 10: GRANT AWARDS

10.1 Grant Agreement & Administration

The Grantee and the Air District will work together to develop a Grant Agreement that sets the terms and conditions of the grant, including reporting requirements. The process to arrive at a Grant Agreement requires ensuring detailed compliance with the Air District's policies.

Final approval for funding occurs when a Grant Agreement has been signed by both the Grantee and the Air District. Upon execution of the Grant Agreement, the Grantee may commence work on funded activities. Grantees cannot be paid for activities that occur prior to execution of the Grant Agreement.

10.2 Disbursement & Reporting

Advance Payment

The Air District may provide advance payment to reduce barriers and to ensure that grant activities are initiated in a timely manner. Grantees that receive advance payment

must develop and provide a process for all project partners to request and receive advance payment and require all project partners to comply with the reporting terms.

- Advance payment shall not exceed 25% of the full grant award.
- Advance payment will be prioritized for Grantees with low cash reserves.
- To receive advance payment, Grantees must:
 - o Compile and provide spending plans for each Partner receiving advance payment
 - o Complete an advance payment request form with supporting documentation
- Advance payment funds must be disbursed into a federally insured and interest-bearing account, and accumulated interest will be considered as part of project funding.
- The complete schedule, process and reporting requirements for advance pay will be determined in the Grant Agreement.
- Advance payment is solely at the discretion of the Air District, and eligibility and advance payment processes may be subject to change.

Grant Payment

The payment of funds will be established in the Grant Agreement for each project and will be considered as often as quarterly. No funds will be released until the Grant Agreement has been fully executed by the Grantee and the Air District.

With each reimbursement request, grantees must submit itemized invoices accompanied by descriptions of deliverables and proof of fund expenditures including, but not limited to, payroll records, subcontractor invoices, and copies of receipts. Payments of eligible costs will be considered as often as quarterly.

Upon execution of their grant agreements, Grantees are legally bound to meet certain requirements including, but not limited to:

- Submitting periodic progress reports.
- Submitting a final report.
- Notifying the Air District in advance of any change in project implementation.

Should a Grantee encounter the need to make any change to the originally agreed upon scope of work, Grantee must contact the Air District in writing, in advance, to amend the Work Plan of the Grant Agreement. Any work completed before the execution of the Grant Agreement, or any work outside of the original scope completed before amendment of the Work Plan, will not be eligible for funding.

If a Grantee does not comply with all the terms and conditions of a Grant Agreement or fails to complete the project deliverables, the Grantee may be required to repay a portion or all the funds granted, and the Grantee may be ineligible to participate in future Air District grant programs.

Reporting Progress & Results

At a minimum, Grantees will submit semi-annual progress reports and one final project summary report. Reports must include:

- Accounting statements documenting the lead agency's grant revenue.
- Expenditures.
- Demographics of end-recipients.
- A narrative demonstrating progress toward project goals and objectives.

Reports are used to analyze the impact of the Air District's investments and assist in shaping future grant programs. All reports will be used to share information and promote successes among grantees and with the greater Bay Area community. Report formats, templates, and requirements will be provided to grantees with their award materials.

Grantees may be asked to participate in additional evaluation activities, such as peer-to-peer learning sessions and convenings, to assess project and program progress, challenges, successes and lessons learned.

APPENDIX A: ABOUT THE AIR DISTRICT

The Air District improves air quality to protect public health, reduces historical and current environmental inequities, and mitigate climate change and its impacts.

Formed in 1955, the Air District is responsible for regulating stationary sources of pollution in nine counties in the San Francisco Bay Area, including permanent facilities found at ports, oil refineries, and large industrial complexes. The Air District adopts regulations to improve air quality, funds cleaner cars and trucks, and partners with local governments to lower emissions. These efforts, along with those of our partners at the California Air Resources Board, have made significant improvements in air quality over the years. However, communities located near freeways, busy roadways, distribution centers, and large industrial facilities are exposed to higher levels of air pollution than other parts of the Bay Area. These communities are also most often lower-income communities of color and have not always shared equally in air quality improvements.

In 2024, the Air District adopted a 2024-2029 Strategic Plan detailing how the Air District will transform our work to address air quality issues more effectively, with a focus on the local communities most overburdened by air pollution. The 2024-2029 Strategic Plan is centered on four primary goals: achieving impact, advancing environmental justice, foster cohesion and inclusion, and maintaining an effective, accountable, and customer-oriented organization.

The Community Benefits Fund Policy is an important step toward creating a process that incorporates community priorities into how penalty funds are reinvested. The program supports projects that respond to community needs, build partnership, and reduce disparities in air pollution. The Community Benefits Fund Policy is also anchored in three of the Air District's core values:

- Environmental Justice – We will integrate environmental justice principles within all aspects of this program as we seek enhanced environmental justice outcomes for communities identified as part of this program.
- Partnership – We value our partners and will continue to work to foster meaningful collaboration with grantees as they complete their projects.
- Trust – We are dedicated gaining public trust by grounding this program and our policies in law, science and the lived experience of our communities.

In addition to supporting the Air District's core values, this program also directly advances two of the strategies outlined in the 2024-2029 Strategic Plan to Advance Environmental Justice including:

- Strategy 2.1 Community Partnership: We will develop partnerships with communities so they can directly participate in the solutions to the air quality problems that impact them.
- Strategy 2.8 Community-Directed Funds: We will manage funds to benefit communities in partnership with those communities, including the money that the Air District collects in penalties from air pollution violations that affect communities.

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APPENDIX B: EXAMPLES OF ELIGIBLE PROJECTS

Project benefits should be prioritized to meet community needs and address equity challenges, as identified by the community and verified by quantitative and qualitative data.

The list of example eligible project types is intended to be illustrative and not exhaustive. Examples of projects eligible for funding include but are not limited to:

Address Indoor Air Pollution:

Reduce exposure to indoor air pollution by increasing filtration and ventilation, or by reducing emissions.

Examples:

- Free residential high-efficiency air cleaners.
- Rebates for new/repairs residential ventilation systems (kitchens & bathrooms).
- Facilitate high-efficiency air filtration upgrades in schools, libraries, daycares, senior centers, or other buildings frequented by the public.
- Provide rebates or incentives for residential zero NOx appliances (heat pumps, heat pump water heaters, induction stoves, and heat pump clothes dryers).
- Incentivize landlords to provide upgrades described above in multi-family housing.
- Provide additional funding to existing local programs that do the above work.

Air Quality Improvement Readiness Projects:

Actions that enable, support, and enhance the efficacy of the projects in the “Address Indoor Air Pollution” category above.

Examples:

- Residential energy efficiency and/or weatherization retrofits (e.g., envelope air sealing and duct sealing and/or replacement).
- Fund service providers who can deliver culturally competent technical assistance for any of the above technologies or programs for overburdened households.
- Fund community-based organizations to develop and deliver effective outreach and education regarding any of the above technologies to overburdened and hard-to-reach households.

Air Pollution Monitoring:

Establish, expand and/or maintain new or existing community air quality monitoring or exposure assessment efforts.

Examples:

- Deploy and/or maintain long-term real-time air sensor networks, shorter-duration targeted air monitoring projects, or air monitoring networks to improve understanding of air quality.
- Other projects to collect information or document local air quality issues.
- Projects analyzing, visualizing or communicating insights from existing air pollution monitoring data to provide information about levels of air pollution, exposure or health risks
- Exposure assessment using personal air monitors and/or biomonitoring methods

Clean Air Technologies:

Promote local clean energy technologies such as solar, wind, and geothermal with an emphasis on local job creation and training.

Examples:

- Seed worker-to-owner conversions of maintenance or installation businesses for solar
- Utilize local solar providers to install solar on public buildings
- Innovation centers and training programs at community colleges

Ambient Emissions Reduction:

Improve air quality and health by reducing the emissions of criteria pollutants or air toxics from stationary or mobile sources of air pollution.

Examples:

- Purchase or installation of new, cleaner equipment
- Installation of electric vehicle charging infrastructure
- Vehicle replacement and clean vehicle programs
- Creation of a bike share program
- Paving program to reduce road dust
- Development of Truck Management Plans to reduce truck emissions and calm traffic
- Installation of energy storage systems (batteries, fuel-cells)

Green Infrastructure and Urban Greening:

Expand green spaces by planting trees, creating community gardens, new parks, land use conversion, and multi-benefit use projects. Projects should be designed according to applicable standards for air quality benefits.

Examples:

- Plant trees and shrubs as part of targeted vegetative buffers (e.g., along heavily trafficked roadways or along industrial/residential boundaries)
- Establish community gardens or plant nurseries on public or underutilized land

- Convert asphalt schoolyards into green schoolyards
- Retrofit existing public facilities with vegetated or permeable features
- Establish living/green walls and co-beneficial stormwater infrastructure that supports greening initiatives

Climate Resilience:

Prepare for the impacts of climate change, and support the ability of communities to withstand, recover, and learn from past disasters to strengthen future response and recovery.

Examples:

- Workforce development for trail maintenance programs
- Workforce development programs to employ first responders in local hazard mitigation efforts
- Programs to help community members build supplementary air filtered exchange (SAFE) boxes
- Planning, development, launch or administration of cooling centers or resilience hubs to increase a community's ability to withstand extreme heat impacts

Public Health:

Promote health equity, advance prevention efforts, and expand healthcare access for vulnerable populations impacted by air pollution.

Examples:

- Provide mental health vouchers redeemable at local clinics for counseling and stress management
- Mobile asthma clinics
- Community health workers or promotores for asthma prevention initiatives and health education and to low-income communities or vulnerable populations
- Support home health adaptation services, such as asthma home visits, mold remediation and pest control

Transitional Economic Support / Resilience:

Planning for community stabilization and worker support in response to energy market transitions.

Examples:

- Provide employer wage parity bonuses to firms that hire eligible workers at or above prevailing wage for ≥ 12 months and support the transition away from fossil fuels
- Fund bridge-to-retirement stipends for workers within five years of pension eligibility

- Integrate paid apprenticeships for laid-off refinery workers, ensuring a direct job bridge
- Offer stipends for contractors to attend HVAC, solar, or EV charger installation training at union-affiliated programs, community colleges or other similar opportunities.
- Capitalize zero-interest loan programs for residents to do any of the above projects.
- Use funds as a credit enhancement to incentivize existing lenders to lower interest rates and consumer borrowing costs for any of the above projects.

DRAFT

APPENDIX C: SAMPLE GRANT AGREEMENT

A sample Grant Agreement will be included in the final Guidelines.

DRAFT

Local Community Investment Fund

Call for Projects:
Benicia and Surrounding Communities

Bay Area Air District
October 2025

BACKGROUND

Background

The Bay Area Air District established the Community Benefits Penalty Funds Policy to directly support communities disproportionately impacted by air pollution. When penalties are assessed against entities violating air quality regulations, this policy enables penalty funds to be reinvested directly back to communities through impactful projects. Penalty funds are allocated to the Local Community Benefits Fund or the Regional Community Benefits Fund.

The Local Community Benefits Fund reinvests back in the specific community affected by the air quality violations that led to the penalty. The Local Community Benefits Fund may also invest mitigation funds that are more limited in their scope.

The Local Community Benefits Fund goals are to:

- Reduce air pollution or mitigate air pollution impacts, improve public health outcomes and build economic resilience for a just transition.
- Advance innovative and integrated projects that drive transformation.
- Strengthen community-led and collaborative solutions.

This Call for Projects requests project proposals from eligible applicants in Benicia and surrounding communities. Please refer to the Local Community Benefits Fund Guidelines for overall grant information.

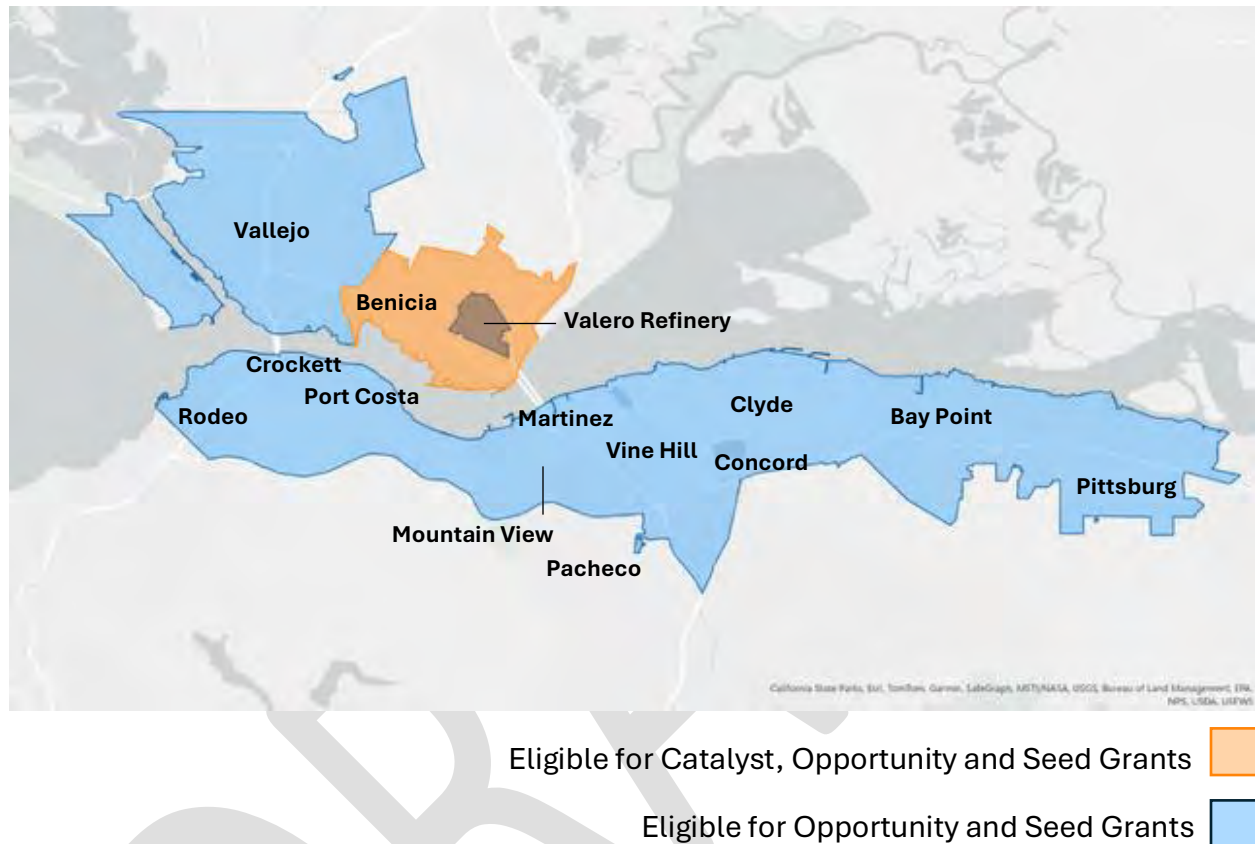
Funding Source

The Air District, in conjunction with the California Air Resources Board, fined Valero Refining Company for air quality violations in October 2024. A portion of the penalty money has been allocated to the Local Community Benefits Fund.

The Local Community Benefits Fund for Benicia and surrounding communities has \$60,011,061 in available funding. This funding estimate may be revised to account for any accrued interest.

ELIGIBILITY

Figure 1: Communities eligible for funding from the Local Community Benefit Fund



Eligible Communities

Projects located in Benicia and surrounding communities, as shown in Figure 1, are eligible for funding.

- Projects located in Benicia are eligible for Catalyst, Opportunity, and Seed Grants.
- Projects located in the surrounding communities highlighted in blue in Figure 1 are eligible for Opportunity and Seed Grants:
 - Vallejo
 - Rodeo
 - Crockett
 - Port Costa
 - Martinez (areas north of Highway 4)
 - Mountain View
 - Vine Hill

- o Pacheco
- o Concord (areas north of Highway 4, and south of Highway 4 between I-680 and Highway 242)
- o Clyde
- o Bay Point
- o Pittsburg

How Community Eligibility Was Determined

The Air District identified the City of Benicia, where the Valero refinery is located, as an eligible community.

To identify additional eligible communities, the Air District conducted an analysis and developed an eligibility map that was informed by estimates of long-term air pollution exposure and community vulnerability:

- The analysis modeled PM_{2.5} contributions from the Valero refinery on an annual-average basis and weighted the results by population to create a proxy for overall refinery-related exposure. The Air District compared these population-weighted exposure levels in surrounding places with those in Benicia.
- The analysis also assessed community vulnerability using CalEnviroScreen, a statewide tool that combines pollution burden and population factors such as exposure to multiple pollutants, rates of asthma, and socioeconomic data.
- Finally, the analysis considered common-sense geographic and jurisdictional boundaries, terrain features, and transportation corridors to simplify eligibility criteria and ease implementation (for example, areas north of Highway 4).

The Air District recognizes that any map-based eligibility designation reflects underlying data and methodological limitations. Air quality modeling is based on the best available information, but they cannot capture every source of exposure, every variation in community vulnerability, or short-term pollution events. Please see Appendix A for additional details on the methodology used to identify eligible communities.

Grant Awards

The Local Community Benefits Fund supports integrated projects that reduce air pollution or mitigate air pollution impacts, improve public health outcomes, and build economic resilience for a just transition. Where sufficient funding is available, the Local Community Benefits Fund is focused on funding consolidated, larger grants with multiple projects that result in more immediate benefits within the community.

The Local Community Benefits Fund for Benicia and surrounding communities has \$60,011,061 in available funding. Funding will be distributed through three grant types. Catalyst Grants are the primary focus of the Local Community Benefits Fund, and it is expected that a majority of the available funding will be awarded to Catalyst Grants.

	Catalyst	Opportunity	Seed
Objective	Integrated projects that holistically meet community needs.		
Funding Availability	\$60,011,061		
Grant Size	\$10 - \$40 million (1 – 3 grant awards anticipated)	\$500,000 - \$5 million (1 - 5 grant awards anticipated)	\$100,000 - \$200,000 (1 - 5 grant awards anticipated)
Grant Term	Up to 5 years	Up to 3 years	Up to 2 years
Eligible Applicants	Lead Applicant must partner with multiple Co-Applicants	Lead Applicant must partner with at least 1 Co-Applicant(s)	Open to 501(c)(3) non-profit organizations only, no Co-Applicant required
Eligible Communities	Benicia	Benicia and surrounding communities	Benicia and surrounding communities

APPENDIX A: ELIGIBLE COMMUNITIES METHODOLOGY

To identify an initial list of eligible communities, the Air District applied a place-based method that pairs modeled refinery-attributable PM_{2.5} with CalEnviroScreen 4.0:

- **Exposure.** To characterize relative exposure to air pollution from the Valero refinery, the Air District modeled annual-average PM_{2.5} attributable to typical refinery operations; population-weighted averages for other places were compared to the average level for Benicia.
- **Community Vulnerability.** To characterize vulnerability, the Air District used scores from [CalEnviroScreen 4.0](#). CalEnviroScreen publishes score for Census tracts, which were combined using population-weighted averaging to produce scores for cities, towns, and unincorporated areas, including those labeled in Figure 1.

Why PM_{2.5} Exposure? PM_{2.5} is emitted by a variety of refinery sources with different release characteristics and serves as a useful proxy for exposure impact from a facility. Air quality modeling accounts for meteorology and topography, as well as the distance between sources and places. Available modeling of PM_{2.5} impacts from Bay Area refineries was used in this analysis, and the modeling results represent annual-average PM_{2.5} impacts from typical refinery operations, not short-term impacts from a specific release or event.

Why CalEnviroScreen? CalEnviroScreen is the Office of Environmental Health Hazard Assessment's mapping tool that identifies California communities that are most affected by many sources of pollution, and where people are especially vulnerable to pollution's effects. CalEnviroScreen considers environmental, health and socioeconomic data to assess overall cumulative impact.

Local Community Investment Fund

Call for Projects:
Richmond and Surrounding Communities

Bay Area Air District
October 2025

BACKGROUND

Background

The Bay Area Air District established the Community Benefits Penalty Funds Policy to directly support communities disproportionately impacted by air pollution. When penalties are assessed against entities violating air quality regulations, this policy enables penalty funds to be reinvested directly back to communities through impactful projects. Penalty funds are allocated to the Local Community Benefits Fund or the Regional Community Benefits Fund.

The Local Community Benefits Fund reinvests back in the specific community affected by the air quality violations that led to the penalty. The Local Community Benefits Fund may also invest mitigation funds that are more limited in their scope (e.g., Richmond Community Air Quality Fund).

The Local Community Benefits Fund goals are to:

- Reduce air pollution or mitigate air pollution impacts, improve public health outcomes and build economic resilience for a just transition.
- Advance innovative and integrated projects that drive transformation.
- Strengthen community-led and collaborative solutions.

This Call for Projects requests project proposals from eligible applicants in Richmond and surrounding communities. Please refer to the Local Community Benefits Fund Guidelines for overall grant information.

Funding Source

\$35,744,460 total is available for Richmond and surrounding communities. This funding estimate may be revised to account for any accrued interest.

Applicants do not need to identify a specific fund when submitting their applications; staff will determine the applicable funding source based on the scope of projects selected for funding. As described below, the Richmond Community Air Quality Fund is more restrictive. Thus, projects eligible to be funded by the Richmond Community Air Quality Fund can be funded by either funding source, and will have a higher likelihood of being selected merely due to more funding being available. Nevertheless, all eligible project proposals are welcome.

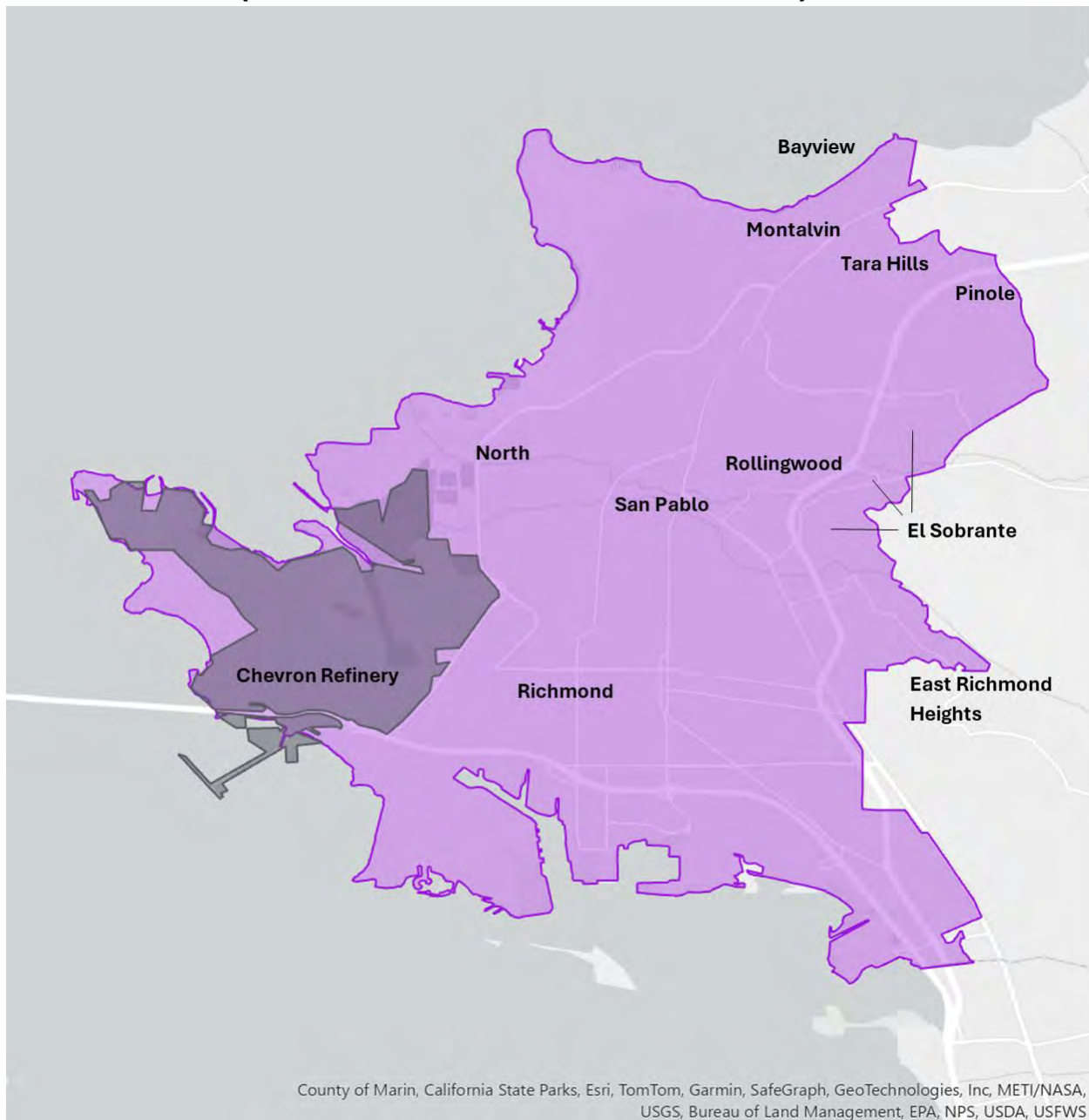
Funding Source	Fund	Funding Availability
The Air District fined Chevron and several other entities for air quality violations, and a portion of the penalty money has been allocated to the Local Community Benefits Fund.	<u>Local Community Benefit Fund</u> : designated to reduce air pollution, mitigate air pollution impacts, and improve health outcomes in the specific community affected by the air quality violations that led to the penalty.	\$15,744,460
Chevron committed to pay into a Community Air Quality Fund in settlement of its lawsuit challenging Air District Rule 6-5.	<u>Richmond Community Air Quality Fund</u> : designated to reduce particulate matter emissions in the vicinity of the Richmond refinery and reduce particulate matter exposures for members of the community.	\$20,000,000
		\$35,744,460

ELIGIBILITY

Eligible Communities

Eligible communities are those located within the Path to Clean Air (PTCA) Community Emissions Reduction Plan (CERP) area, a designated Assembly Bill 617 Community. The Path to Clean Air area comprises a portion of the City of Richmond, San Pablo and several unincorporated areas in Contra Costa County including Bay View, East Richmond Heights, Rollingwood, Tara Hills, Montalvin Manor, North Richmond, El Sobrante and portions of Pinole.

Path to Clean Air (Richmond – North Richmond – San Pablo) Area



The PTCA CERP boundary was established through a formal public process under Assembly Bill 617 (AB 617). The Bay Area Air District nominated the PTCA area in partnership with community stakeholders, and the California Air Resources Board selected it for development of a CERP. This designation recognized the PTCA area as one of the most disproportionately burdened communities in the region, with cumulative air quality impacts and associated health disparities well above the Bay Area average. Using the PTCA boundary ensures that funding is directed to the AB 617 community that was publicly identified as bearing the most significant cumulative burdens and as the focus of community-driven emission-reduction priorities.

The PTCA boundary also reflects the lived reality of exposure and vulnerability in western Contra Costa County. The geography spans portions of Richmond and San Pablo as well as nearby unincorporated areas such as Bay View, East Richmond Heights, Rollingwood, Tara Hills, Montalvin Manor, North Richmond, El Sobrante, and parts of Pinole. These neighborhoods are intersected by major freeways (I-80 and I-580), state routes, rail lines, and port facilities, all within proximity to the Chevron refinery—the largest single stationary source of PM_{2.5} and sulfur dioxide in the community-scale emissions inventory. Modeling has shown that local PM_{2.5} concentrations are highest in the northwest PTCA area, where socioeconomic vulnerability is also greatest.

The boundary also reflects stark health disparities that mirror the geographic pattern of air pollution. Within PTCA neighborhoods, asthma emergency-department visits occur at higher rates, life expectancy is lower compared to the rest of Contra Costa County, and low-birth-weight rates remain elevated among several racial groups.

Grant Awards

The Local Community Benefits Fund supports integrated projects that reduce air pollution or mitigate air pollution impacts, improve public health outcomes and builds economic resilience for a just transition. Where sufficient funding is available, the Local Community Benefits Fund is focused on funding consolidated, larger grants with multiple projects that result in more immediate benefits within the community.

The Local Community Benefits Fund and the Richmond Community Air Quality Fund has \$35,048,752 in available funding. Funding will be distributed through three grant types. Catalyst Grants are the primary focus of the Local Community Benefits Fund, and it is expected that a majority of the available funding will be awarded to Catalyst Grants.

	Catalyst	Opportunity	Seed
Objective	Integrated projects that holistically meet community needs.		
Funding Availability	\$35,744,460		
Grant Size	\$10 - \$15 million (1 – 3 grant awards anticipated)	\$500,000 - \$5 million (1 - 5 grant awards anticipated)	\$100,000 - \$200,000 (1 - 5 grant awards anticipated)
Grant Term	Up to 5 years	Up to 3 years	Up to 2 years
Eligible Applicants	Lead Applicant must partner with multiple Co-Applicants	Lead Applicant must partner with at least 1 Co-Applicant(s)	Open to 501(c)(3) non-profit organizations only, (no Co-Applicant requirement)
Eligible Communities	Path to Clean Air Community Emissions Reduction Plan area		



Draft Guidelines: Local Community Benefits Fund for Benicia, Richmond, and Surrounding Communities

Community Equity, Health, and Justice Committee

November 12, 2025

Emi Wang

Community Investments Officer

Community Investments Office

Background

- In May 2024, the Bay Area Air District established the **Community Benefits Penalty Funds Policy** to direct penalty funds back to the communities where violations occurred
- Some facilities also commit to providing mitigation funds to improve air quality in the communities affected by their violations
- The Air District has generated over **\$124 million (M)** to date in penalty and mitigation funds to be reinvested into affected communities

Engagement & Outreach

- Community Investments Office survey received 1000+ respondents
- 5 Earth Day Events
- Community, neighborhood, and local government meetings
 - Refinery Communities
 - James Cary Smith Grantees
 - Community Advisory Council
 - Path to Clean Air Community Benefits Standing Committee
 - City Councils and Neighborhood Councils
 - Governing Board of the Green Empowerment Zone
- Webinars: Overview webinar, Draft Guidelines webinar

Local Community Benefits Fund

- Reinvests penalties and mitigation funds in the specific communities affected by the air quality violations associated with those funds
- Goals:
 - **Reduce air pollution or mitigate air pollution impacts, improve public health outcomes, and build economic resilience for a just transition**
 - **Advance integrated projects to holistically meet community needs**
 - **Strengthen community-led and collaborative solutions**

Grant Types

Grant	Overview <i>Details vary; see Call for Projects documents</i>
Catalyst Grant	• Grant size ranges between \$10 M - \$40 M • Lead Applicant must partner with multiple Co-Applicants • Up to 5-year grant term • Eligible communities vary
Opportunity Grant	• Grant size ranges between \$500,000 - \$5 M • Lead Applicant must partner with at least one Co-Applicant(s) • Up to 3-year grant term • Eligible communities vary
Seed Grant	• Grant size ranges between \$100,000 - \$200,000 • Open to 501(c)(3) non-profit organizations only, no Co-Applicant requirement • Up to 2-year grant term • Eligible communities vary

Partnership Requirement

- For Catalyst and Opportunity Grants, applicants must develop a **Partnership Structure to govern grant implementation**. This structure should outline co-management practices, including:
 - Roles and responsibilities of the Lead Applicant and Co-Applicant(s)
 - Transparent decision-making processes
 - The process the Lead Applicant will use to reimburse Co-Applicant(s)

Partnership Structure

- For Catalyst and Opportunity Grants, Lead Applicants must partner with Co-Applicant(s) to carry out grant activities and deliverables
 - **Catalyst Grants:** Lead Applicant must partner with multiple Co-Applicants
 - **Opportunity Grants:** Lead Applicant must partner with at least one Co-Applicant
 - **Seed Grants:** No Co-Applicant is required

Eligible Applicants

Lead Applicants

- Nonprofit organizations, local government agencies, cities, counties, schools, and California Native American Tribes
- May submit one application each for a Catalyst, Opportunity, and Seed Grant (if a non-profit organization)

Co-Applicants

- Entities that are eligible to be Lead Applicants, plus for-profit entities
- No limit on the number of applications a Co-Applicant may join

Community Needs & Engagement

- Projects must be driven by **community-identified needs, priorities, and solutions**
- Applications must include **ongoing community engagement** to ensure that grant implementation continues to be informed by community feedback and expertise, particularly feedback from residents, community-based organizations, and other key stakeholders

Core Strategies

Reduce Air
Pollution and
Improve
Health
Outcomes

Build
Economic
Resilience for
a Just
Transition

Strategy: Reduce or Mitigate Air Pollution and Improve Health Outcomes

- **Mitigate air pollution harm, address health impacts exacerbated by air pollution, and identify opportunities for air pollution reduction**
- Eligible projects may:
 - Reduce air pollution emissions
 - Reduce human exposure to air pollution emissions
 - Improve understanding of local air quality impacts
 - Tangibly improve community health and wellbeing

Strategy: Build Economic Resilience for a Just Transition

- Build economic resilience that supports the **transition away from fossil fuels and delivers critical benefits, such as benefits in air quality, public health or a clean economy**
- Eligible projects may:
 - Support workers to transition from the fossil fuel industry
 - Plan for healthy economic recovery and community stabilization
 - Advance economic diversification that supports the transition from fossil fuels

Measurable Outcomes

- Catalyst and Opportunity Grants are encouraged to integrate multiple projects
- Each project must include a **Measurable Outcomes Plan** that links outcomes, milestones, activities, indicator tracking, and budget
- Tracking of **quantitative outcomes is recommended** where possible
- Projects should minimize the harm caused by air pollution and maximize other benefits, such as economic benefits

Benicia and Surrounding Communities: Available Funding

- In October 2024, the Air District, in conjunction with the California Air Resources Board, fined Valero Refining Company for air quality violations
- The Local Community Benefits Fund for Benicia and surrounding communities has **\$60,011,061** in available funding

Eligible Communities

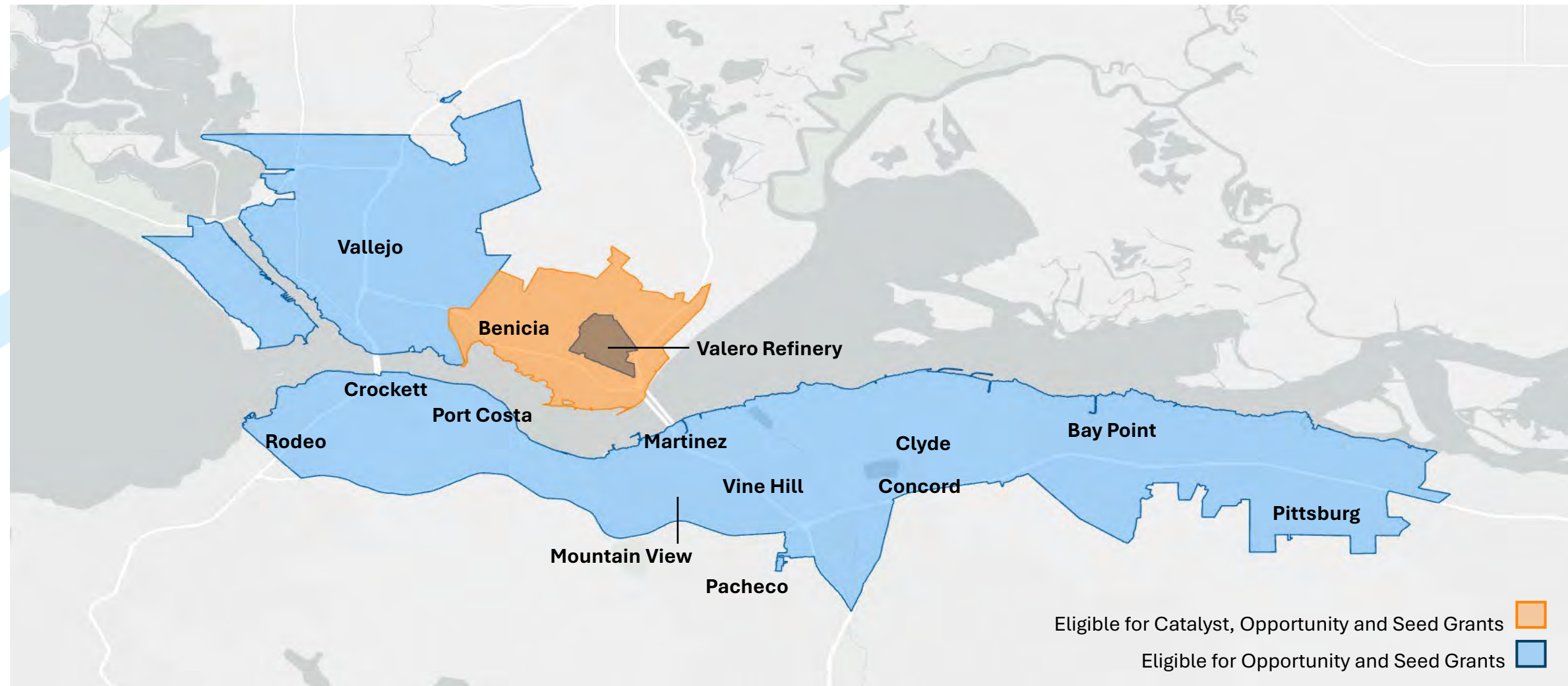


Figure 1: Communities eligible for funding from the Local Community Benefit Fund.

Grant Awards

	Catalyst	Opportunity	Seed
Objective	Advance integrated projects to holistically meet community needs.		
Total Funding	\$60,011,061		
Grant Size	\$10 M - \$40 M (1 – 3 grant awards anticipated)	\$500,000 - \$5 M (1 - 5 grant awards anticipated)	\$100,000 - \$200,000 (1 - 5 grant awards anticipated)
Grant Term	Up to 5 years	Up to 3 years	Up to 2 years
Eligible Applicants	Lead Applicant must partner with multiple Co-Applicants	Lead Applicant must partner with at least 1 Co-Applicant(s)	Open to 501(c)(3) non-profit organizations only, no Co-Applicant required
Eligible Communities	Benicia	Benicia and surrounding communities	Benicia and surrounding communities

Richmond and Surrounding Communities: Available Funding

Background	Funding Purpose	Funding Availability
The Air District has fined Chevron and several other entities for air quality violations	Penalty funds can be used for any projects eligible for funding under these Guidelines	\$15,744,460
Chevron committed to pay into a Richmond Community Air Quality Fund to mitigate the effects of potential particulate matter emissions in violation of Air District Rule 6-5 (Particulate Emissions from Refinery Fluidized Catalytic Cracking Units)	The Richmond Community Air Quality Fund is designated for projects to reduce particulate matter emissions and in the vicinity of the Richmond refinery and reduce particulate matter exposures for members of the community	\$20,000,000
		\$35,744,460

Eligible Communities

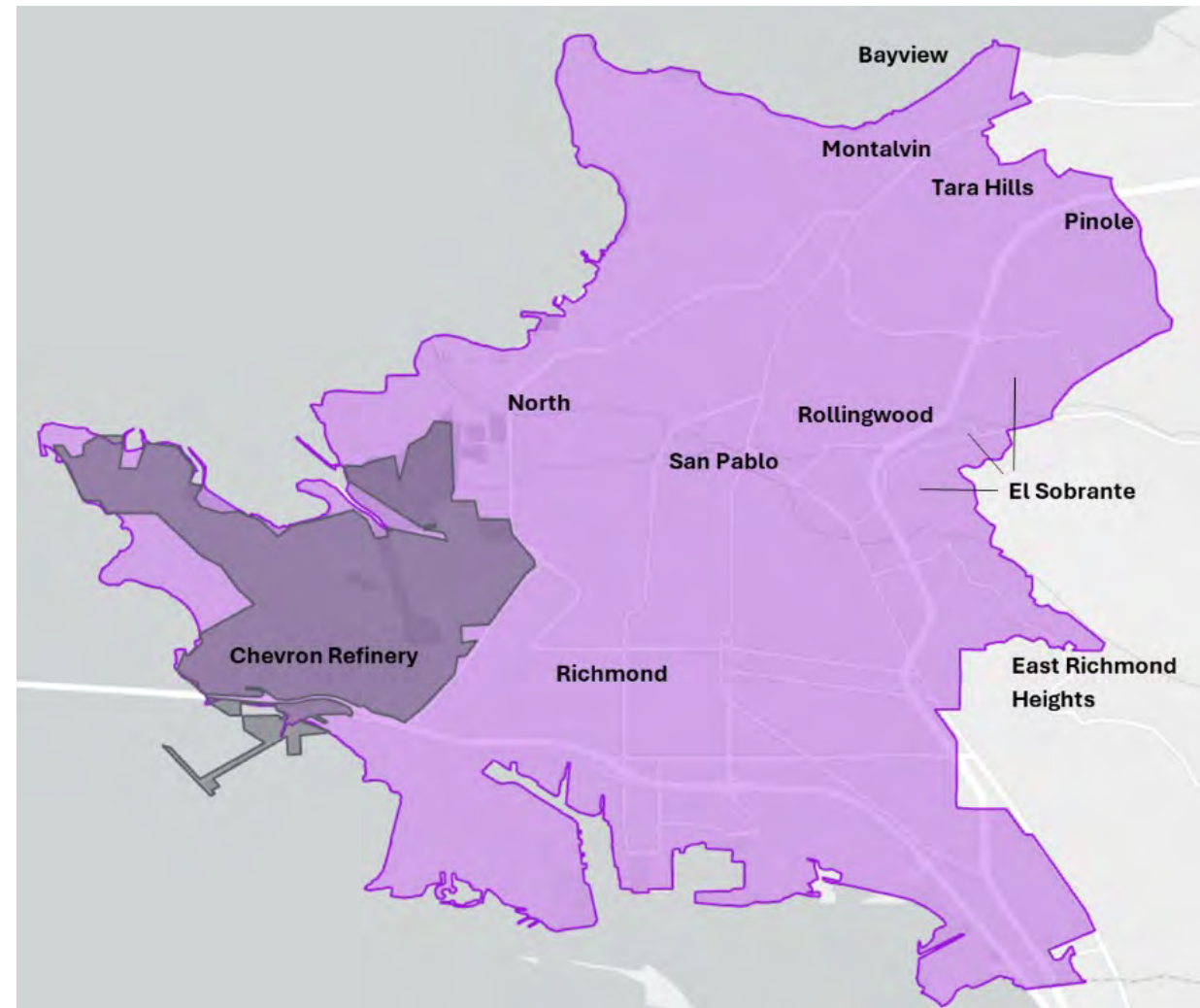


Figure 2: Communities eligible for funding from the Local Community Benefit Fund.

Grant Awards

	Catalyst	Opportunity	Seed
Objective	Innovative and integrated projects that drive transformation		
Total Funding	\$35,744,460		
Grant Size	\$10 M - \$15 M (1 – 3 grant awards anticipated)	\$500,000 - \$5 M (1 - 5 grant awards anticipated)	\$100,000 - \$200,000 (1 – 5 grant awards anticipated)
Grant Term	Up to 5 years	Up to 3 years	Up to 2 years
Eligible Applicants	Lead Applicant must partner with multiple Co-Aplicants	Lead Applicant must partner with at least 1 Co-Aplicant(s)	Open to 501(c)(3) non-profit organizations only, no Co-Aplicant required
Eligible Communities	Path to Clean Air Community Emissions Reduction Plan area		

Application Scoring & Recommendations

- Applications will be scored by an **Agency Review Panel** and a **Community Review Panel**, and will receive a total combined score
 - The Agency Review Panel will consist of stakeholders such as Air District Staff, Air District Board Members, local government officials, and outside technical experts
 - The Community Review Panel will consist of community stakeholders who hold strong community knowledge and expertise
- Review Panel members cannot be associated with a grant application and will be subject to applicable conflict-of-interest limitations

Anticipated Timeline

Date	Activity
October 27, 2025	Draft Guidelines released
November 25, 2025 – 5:00 pm PST	Public Comment deadline
February 2026	Grant Application opens
May 2026	Grant Application deadline
September 2026	Grant Awards approved
Quarter 4 2026 and beyond	Grant Agreements finalized
2027	Grantees commence work

Questions & Discussion

For more information:

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