

Path to Clean Air (PTCA) - Year 1 Implementation Plan

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Introduction

The [Richmond-North Richmond-San Pablo Path to Clean Air Community Emissions Reductions Plan](#)¹ (PTCA or Plan) was adopted by the Bay Area Air Quality Management District (Air District) on May 1, 2024. Chapter 9 of the Plan - *Implementation and Reporting* – and the *Resource PTCA Plan Implementation Strategy* in Chapter 7 (specifically via Action R 1.1) commit the Air District and the Community Steering Committee (CSC) to co-design an annual implementation plan.

This PTCA Year 1 Implementation Plan (Implementation Plan) meets the following objectives:

1. Creates an Implementation Plan for the first year of PTCA implementation that identifies and prioritizes actions for the year (October 2024 through September 2025). The list of Year 1 actions will provide a roadmap for the Air District and CSC, help action implementers get on the same page about priorities, expectations, and next steps, and support group cohesion.
2. States the cadence and purpose of Community Steering Committee (CSC) meetings and describes roles and expectations.
3. Describes potential CSC standing committees and ad hoc needed for action implementation purposes, including roles and expectations.
4. Outlines communications mechanisms for implementation, including reporting expectations and procedures.

The creation of the Implementation Plan each year will allow the Air District to identify resource needs in time to inform annual Air District budget planning. After each year of PTCA implementation, development of the annual Implementation Plan will begin with an evaluation of the previous year's implementation activities to identify and address any challenges that may be impeding progress towards PTCA Goals.

Year 1 Strategies and Actions

This section provides a list of all Year 1 strategy actions moving forward during the first year of PTCA implementation. It also identifies, from that list, actions that the CSC has selected as priorities to engage in implementing during Year 1. The CSC's selected priorities will provide Air District staff direction on where to dedicate resources in the coming year.

For implementation purposes, strategy actions from the Path to Clean Air Plan can be categorized based on several factors:

- Implementation status (defined in each subsection below)
 - o In Progress/Started
 - o Ongoing

¹ For links to individual PTCA Appendices – including Appendix A which contains detailed Action Descriptions for each action – please see <https://www.baaqmd.gov/en/community-health/community-health-protection-program/richmond-area-community-health-protection-program/community-emissions-reduction-work>

- Completed
- Not Yet Started
- Lead Implementer
 - Air District
 - CSC
 - External Agency/Entity (non-Air District)
 - Including the California Air Resources Board (CARB), City of Richmond, City of San Pablo, Contra Costa County, Contra Costa Health Services (CCHS), California Office of Environmental Health Hazard Assessment (OEHHA), and local transit operators
- CSC Priority for Engagement
 - Using the Spectrum for Public Engagement developed by the International Association for Public Participation (IAP2) - an international organization dedicated to advancing public participation and community engagement.²

All Year 1 Actions

Year 1 actions include Air District-led actions that are ‘In Progress’, a subset of ‘Not Yet Started’ actions with commitments to start during 2024/2025 (including two CSC-led actions), and Ongoing actions. Fifty-five (55) actions fall into these categories for Year 1 Implementation. A summary list is provided below (grouped by Community Concern Thematic Area), followed by a comprehensive list of all the actions and action description details.

Year 1 Actions Summary List

In Progress (33):

- Commercial and Industrial Sources
 - C&I 1.1, 1.2, 4.1, 4.4, 4.5
- Compliance and Enforcement
 - C&E 1.3
- Fuel Refining
 - FR 2.1, 2.2, 2.4, 3.3, 3.10, 3.13, 3.15, 4.1, 4.2, 4.3, 5.1, 5.2
- Health
 - H 2.1, 2.5, 2.6, 4.2
- Marine and Rail
 - M&R 1.3, 2.3, 3.3, 4.3, 5.1
- Vehicles and Trucks, Streets and Freeways, Logistics and Warehouses (Mobile)
 - Mobile 1.2, 1.4, 5.2, 5.3
- Resource PTCA Plan Implementation
 - R 1.1, 1.2

² https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf

Not Yet Started – Commitments to Start During Year 1 (6):

- Actions Committed to Start During 2024/2025:
 - Fuel Refining
 - FR 2.6, 3.8, 3.9
 - Marine and Rail
 - M&R 4.1
- CSC-led Actions for Year 1:
 - Fuel Refining
 - FR 1.1, 1.2

Ongoing Actions (16):

- Fuel Refining
 - FR 3.5, 3.6, 3.7, 3.12, 4.4
- Health
 - H 2.2
- Land Use
 - LU 1.1
- Marine and Rail
 - M&R 1.1, 1.2, 2.1, 2.2, 3.1, 3.2, 4.2, 5.2
- Resource PTCA Plan Implementation
 - R 1.3

Year 1 Actions – Strategy and Action Description Details

The following sections include tables that provide summaries of the action descriptions associated with each action. Note that many of the action descriptions have been pared down, as some actions have very detailed action descriptions. Please reference [Appendix A from the Path to Clean Air Community Emissions Reduction Plan](#) for the full text and detail of each action.

In Progress Actions

Thirty-three (33) actions are already In Progress for Year 1 Implementation. In Progress actions are those that have been started. These “In Progress” actions span seven (7) Community Concern Thematic and Cross-Cutting areas and advance sixteen (16) strategies from the PTCA Plan.

Commercial and Industrial Sources Near Community

Strategy 1: Control Fugitive Dust – 2 Actions

C&I 1.1	Dust White Paper <ul style="list-style-type: none">• Identify Best Management Practices (BMPs)• Evaluate Rule Development opportunities• Implement recommendations<ul style="list-style-type: none">○ Develop and adopt rule amendments identified○ Implement any other recommendations identified
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C&I 1.2	<p>Best Management Practices</p> <ul style="list-style-type: none"> • Advocate for and/or Implement Local Best Practices (locally-required BMPs; outreach/education on dust control and BMPs) with Partners • Ensure BMPs are easily accessible by Local Government agencies as well as project implementers
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Strategy 4: Large Industrial Sources – 3 Actions

C&I 4.1	<p>Implement Rule 11-18 at Large Facilities (Non-Fuel Refining)</p> <ul style="list-style-type: none"> • Implement Rule 11-18 at all non-fuel refining facilities subject to the rule <ul style="list-style-type: none"> ○ For Phase 1 facilities, implement in an expeditious manner • Complete and publish Health Risk Assessments; Consult with CSC on any subsequent Risk Reduction Plans • Provide CSC and identified stakeholders with regular Rule 11-18 HRA and RRP implementation status reports
C&I 4.4	<p>West Contra Costa County Landfill: Implement Rule 11-18 and Conduct Gap Analysis</p> <ul style="list-style-type: none"> • Implement Rule 11-18 at West Contra Costa County Landfill (see C&I 4.1) • Track success of other C&I Strategies expected to address Particulate Matter issues + Conduct Gap Analysis <ul style="list-style-type: none"> ○ C&I 1.1: Control Fugitive Dust; C&E 1.2: Conduct targeted investigations of facilities of community concern • Include in Annual Compliance and Enforcement Report (see C&E 1.3: Update CSC regularly (with annual community friendly reports)) a status overview of West Contra Costa County Landfill issues and share with any nearby community associations
C&I 4.5	<p>Metal Recycling (Sims, Pick n Pull): Source Evaluation</p> <ul style="list-style-type: none"> • Develop metals white paper evaluating problems and solutions to address community concerns and environmental impacts associated with metals facilities • Improve emissions inventory for Sims Metals • Track success of C&I Strategies expected to address Particulate Matter issues + Conduct Gap Analysis <ul style="list-style-type: none"> ○ C&I 1.1: Control Fugitive Dust; C&E 1.2: Conduct targeted investigations of facilities of community concern • Include in Annual Compliance and Enforcement Report (see C&E 1.3: Update CSC regularly (with annual community friendly reports)) a status overview of Sims and Pick n Pull issues and share with any nearby community associations

Compliance and Enforcement

1 Action

C&E 1.3	<p>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.</p> <ul style="list-style-type: none"> • The Air District will provide a community-friendly update on Compliance and Enforcement activities in the PTCA area as part of required annual Plan reporting. • The Air District will prepare a written report and present to the CSC. • Air District will promote a searchable Notices of Violation (NOV) data tool on its website.
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Fuel Refining, Support Facilities, Storage, and Distribution

Strategy 2: Reduce Persistent Flaring and Improve Incident Response – 3 Actions

FR 2.1	<p>Air District and the CSC will work with the City of Richmond to strengthen the Industrial Safety Ordinance (ISO); City of Richmond will update, adopt, and then enforce the ISO</p> <ul style="list-style-type: none"> • Air District will work with City of Richmond Mayor, Councilmembers, City Manager, and other City staff to update and adopt ISO.
FR 2.2	<p>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 newly formed CSC Communications Subcommittee [Standing Committee] and will include (A) a new webpage and (B) standardized internal and external communication protocols.</p> <ul style="list-style-type: none"> • 2.2(A): Air District will create a new landing page on its website and add a quick access button on its homepage specifically about flaring events and other major incidents. • 2.2(B): Air District will develop standardized internal and external communication protocols regarding all flaring events and major incidents.
FR 2.4	<p>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.</p>

Strategy 3: Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations – 4 Actions

FR 3.3	<p>Seek to establish and build a strong collaborative relationship with operators and Union Health and Safety representatives</p>
FR 3.10	<p>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.</p>

FR 3.13	<p>Improve refinery fenceline and community air monitoring programs.</p> <ul style="list-style-type: none"> • The Air District’s Meteorology & Measurements (M&M) Division will work with the CSC to develop and implement a plan to improve fenceline and Ground Level monitoring that the refinery is required to conduct • This includes evaluating improvements such as those from SB 674; conducting additional data review, analysis and follow-up • M&M will work with the CSC to implement enhancements to District long-term air monitoring for the Major Stationary Source Community Air Monitoring Program (Schedule X)
FR 3.15	<p>Refinery-related measurement data accessibility improvements.</p> <ul style="list-style-type: none"> • Air District and CSC will develop and implement a Plan to make refinery-related air emissions data more accessible • Develop a pilot project with a webpage that describes how to access different datasets; reports, fact sheets, or other updates • Hold a public meeting to introduce new monitoring data and insights resources to the community; provide opportunity for improvements to be suggested

Strategy 4: Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector – 3 Actions

FR 4.1	<p>Amend Rule 11-18 to improve stringency, efficiency, transparency, and public engagement</p> <ul style="list-style-type: none"> ▪ Collaborate with the CSC on amendment concepts, draft language, proposed timelines and stakeholder engagement
FR 4.2	<p>Prioritize implementation of Rule 11-18 for Chevron</p> <ul style="list-style-type: none"> ▪ Engage with the CSC on the HRA and RRP, as well as additional CSC-identified stakeholders ▪ Report on Implementation progress (see FR 4.4)
FR 4.3	<p>Implement 11-18 at Chemtrade</p> <ul style="list-style-type: none"> • Engage with the CSC on the HRA, as well as additional CSC-identified stakeholders; If an RRP is required, do the same • Report on Implementation progress (see FR 4.4)

Strategy 5: Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector – 2 Actions

FR 5.1	<p>Implement Rule 6-5 <i>2024 update: In progress via the Rule 6-5 Settlement Agreement</i></p>
FR 5.2	<p>Finalize PM_{2.5} Local Risk Methodology for rule development and accountability</p> <p>Air District:</p> <ul style="list-style-type: none"> • Complete white paper and present to CSC <p>CSC:</p>

	<ul style="list-style-type: none"> • Write and vote on a recommendation letter on the PM_{2.5} Local Risk Methodology and the importance of accounting for long-term health impacts from PM_{2.5} exposure in Air District work, including permitting and rule development
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Public Health and Reducing Exposure

Strategy 2: Reduce Air Pollution at Home – 3 Actions

H 2.1	<p>Support better access to home retrofits in the PTCA area, including:</p> <ul style="list-style-type: none"> • Identify existing home retrofit programs available to residents in the PTCA (see “Related existing Program, Policy, or Initiative”) • Identify and make recommendations to close program gaps that make it difficult for low-income households to participate in available home retrofit programs • Support existing programs, for example by providing resources to conduct outreach programs to low-income PTCA area households
H 2.5	<p>Reduce exposure to wood burning</p> <p>2.5.1: Evaluate opportunities to improve Air District’s Open Burning Regulation (Reg. 5) and/or Air District’s Wood Burning Devices Regulation (Rule 6-3). Initiate by the end of 2024.</p> <p>2.5.2: Offer incentives to replace wood-burning fireplaces or wood-burning fireplaces inserts with electric heat pumps.</p>
H 2.6	<p>Create incentives for electric lawn and gardening equipment (for residents and other entities)</p>

Strategy 4: Promote Resilience Centers – 1 Action

H 4.2	<p>Ensure resources for high-efficiency air filtration unit distribution and installation programs and support for partnerships to benefit vulnerable populations and places</p> <p>Multiple Air District initiatives in the Clean Air Filtration Program provide air filtration technology, including stand-alone air filters or HVAC system updates for facilities within the PTCA area. A list of eligible facilities serving sensitive receptors and vulnerable populations and places, such as health centers, senior centers, schools, and facilities for the unhoused in the PTCA community, is needed to identify and proactively approach missing potential recipients. Assistance with grant applications should be offered from the Air District if an eligible organization does not have the capacity to apply. The Air District Clean Air Filtration Program focuses on public social assets within the community where the most vulnerable subpopulations congregate, e.g., all schools, libraries, senior and youth centers, and shelters for the unhoused. These are not private residences but public or municipal facilities.</p>
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	<p>However, if the CSC wishes to reach residential households, there is precedence for such programs. Other AB 617 communities in California developed residential air filter distribution programs using funding from CARB's Community Air Protection Incentives program. San Joaquin Valley has one such program called the Clean Air Rooms Program. Another funding source may be a potential result of the Community Benefits Policy (CBP), which is described in Action 3.9 under the Fuel Refining Strategies section. This action suggests that Air District fines provide funds to health-promoting initiatives in the PTCA area.</p>
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Marine and Rail

Strategy 1: Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities – 1 Action

M&R 1.3	<p>For Rail operations and Facilities: Incentivize ("Find and Fund") Emissions Reductions, including via the following:</p> <p>Air District: 1.3.1:</p> <ul style="list-style-type: none"> • Identify state, federal, and locally-funded incentive opportunities for early or extra emissions reductions • Identify small business-focused grants • Create easier funding opportunities • Determine the oldest and/or dirtiest marine and rail sources and focus outreach of available incentives on the highest polluting sources • Work with CSC on disbursement of any remediation funds paid by OGV terminals/operators • Evaluate the potential to reduce emissions from sources via creation of a third party offset program <p>CARB:</p> <ul style="list-style-type: none"> • 1.3.2: Update funding guidelines after adopting new regulations
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Strategy 2: Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations – 1 Action

M&R 2.3	<p>For OGVs: Incentivize ("Find and Fund") Emissions Reductions, including via any of the approaches outlined in the list under M&R 1.3 that are relevant for OGVs</p>
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Strategy 3: Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft – 1 Action

M&R 3.3	<p>For CHC: Incentivize ("Find and Fund") Emissions Reductions, including via any of the approaches outlined in the list under M&R 1.3 that are relevant for CHC</p>
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Strategy 4: Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment – 1 Action

M&R 4.3	For CHE: Incentivize ("Find and Fund") Emissions Reductions, including via any of the approaches outlined in the list under M&R 1.3 that are relevant for CHE
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Strategy 5: Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations – 1 Action

M&R 5.1	Regulate Emissions Reductions from Cumulative Impact Facilities and Operations 5.1.1: <ul style="list-style-type: none"> • Implement Rule 11-18 at any Marine and Rail facilities subject to the rule, including: BNSF Railway Company 5.1.2: <ul style="list-style-type: none"> • Investigate feasibility and approach for a Bay Area Indirect Source (Magnet Source) Rule (cross-cutting with Truck-attracting Businesses Action included in Mobile -- See Mobile 1.4)
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Mobile Sources - Vehicles and Trucks, Streets and Freeways, Logistics and Warehouses

Strategy 1: Truck-Attracting Businesses – 2 Actions

Mobile 1.2	Model Policy/Ordinance for Low to Zero Emission Operations. <ul style="list-style-type: none"> • Analyze existing best practices for limiting air quality impacts from truck-attracting businesses (e.g., Richmond Model Ordinance for Warehouses) • Work with the land-use agency and advocate for the land-use permit to include zero-emission trucks • Complete a pilot project and collect information with lessons learned • Draft a model policy/ordinance incorporating all feasible best practices, in partnership with PTCA community local government • Finalize, publish, and disseminate model ordinance
Mobile 1.4	Magnet Source Rule: Air District will study feasibility and approach for a Bay Area Indirect Source (Magnet Source) Rule Continue to track South Coast AQMD’s Indirect Source Regulations and various local ordinances, looking for opportunities to develop Bay Area specific models and regulations

Strategy 5: Supporting Transition to Clean Fleets – 1 Action

Mobile 5.2	Heavy-Duty Vehicle Support: Support heavy-duty vehicle transition to cleaner fleets through incentives, education, and outreach – including for school buses
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	The Air District offers financial incentives to replace medium and heavy-duty on-road trucks, school buses, TRUs, and other off-road mobile equipment to the cleanest available technology, and to support alternative fueling infrastructure, including green hydrogen, and battery-charging.
Mobile 5.3	Light-Duty Vehicle Support. Support light-duty vehicle transition to cleaner fleets through incentives, education, and outreach. As time and resources are available, support plans that allow transition of public and private light-duty fleets to ZEVs.

Resource PTCA Implementation

2 Actions

R 1.1	Allocate Dedicated Staff Resources to CSC Early Priorities CSC strongly recommends an annual Implementation Plan that identifies priority actions and staff resource needs (co-developed with the CSC and the Air District)
R 1.2	Co-develop and implement an annual Implementation Plan Air District staff will co-develop with the CSC an annual PTCA Implementation Plan that prioritizes strategies and actions for implementation each year. The PTCA Implementation Plan will identify specific and appropriate Air District staff resource needs, which will help inform Air District annual budget planning and staff resource allocations. Additionally, on an annual basis, the Air District will report PTCA Plan implementation successes and challenges to the Board of Directors, including describing if the level of allocated staff resources was sufficient or if there were shortfalls.

Not Yet Started – Commitments to Start + Track During Year 1

In addition to In Progress actions, a subset of Not Yet Started actions are also included in the Year 1 Implementation Plan. Not Yet Started Actions are defined as those that are pending initiation. A specific subset of Not Yet Started Actions is included for Year 1 because commitments exist to start or track those actions during 2024 or 2025 (i.e., they are anticipated to move to In Progress during Year 1). The remaining Not Yet Started actions from PTCA will be reviewed for Year 2 implementation and beyond.

Not Yet Started - Commitments to Start During Year 1

There are four (4) Air-District-led and CARB-led Not Yet Started actions included in this Implementation Plan because commitments and resources exist to start those actions during Year 1. These actions are anticipated to move from Not Yet Started to In Progress between October 2024

and the end of September 2025. In addition, the CSC has committed to spearheading two (2) CSC-led actions as part of the Year 1 Implementation Plan.

Together, these six (6) Not Yet Started Commitments to Start During Year 1 span across two (2) Community Concern Thematic Areas and advance four (4) strategies from the PTCA Plan.

Air District-led and CARB-led Actions

Fuel Refining, Support Facilities, Storage, and Distribution

Strategy 2: Reduce Persistent Flaring and Improve Incident Response – 1 Action

FR 2.6	Air District will initiate a rule development effort, further evaluating potential updates to flaring rules (Rule 12-11: Flare Monitoring at Refineries and Rule 12-12: Flares at Refineries), 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.
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Strategy 3: Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations – 2 Actions

FR 3.8	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. As part of development, CSC will provide insight on legal approaches from the perspective of front-line community members' experiences.
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.

Marine and Rail

Strategy 4: Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment – 1 Action

M&R 4.1	<p>Regulate Emissions Reductions from Cargo Handling Equipment</p> <p>CARB:</p> <ul style="list-style-type: none"> • Regulate Emissions Reductions via proposal and adoption of Amendments to CARB’s Mobile Cargo Handling Equipment Regulation, by 2025 <p>Air District:</p> <ul style="list-style-type: none"> • Air District and/or CSC: Participate in process for developing the regulation, to help ensure PTCA community needs are incorporated
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	<ul style="list-style-type: none"> ○ Review amendments throughout development process and comment as needed ● Air District staff, with the help of CSC members, review and comment on any other reports, as needed
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CSC-led Actions

Fuel Refining, Support Facilities, Storage, and Distribution

Strategy 1: Move Towards a Just Transition – 2 Actions

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 Subcommittee [Standing Committee] (JTS) as part of PTCA Implementation by Q2 2024.
FR 1.2	Incorporate Just Transition Principles and Criteria in the prioritization and implementation of the PTCA Plan and explore incorporating these in governmental policymaking and rulemaking.

Not Yet Started - Actions to Track for Potential to Start During Year 1

An additional subset of actions is included in the Not Yet Started list in the Year 1 Implementation Plan to track only. While these actions have a specific start date in 2024 or 2025 stated in the Plan, they are not anticipated to move from Not Yet Started to In Progress.

The four (4) Not Yet Started Actions to track during Year 1 span across two (2) Community Concern Thematic Areas and are linked to three (3) strategies from the PTCA Plan.

Commercial and Industrial Sources Near Community

Strategy 3: Reduce Exposure from Food Preparation– 1 Action

C&I 3.1	Restaurants White Paper Develop a Restaurants white paper that will consider any need for PTCA inventory refinement (e.g., for emissions from charbroilers, cooking beef or other meats etc., evaluations of volumes cooked; impacts from wood-burning cooking), any unintended consequences from regulation (e.g., impacts on small businesses), and how best to engage with restaurants (especially small businesses). Initiate by the end of 2024.
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Strategy 5: Smaller Commercial and Industrial Sources – 1 Action

C&I 5.2	Auto Body Shops: Address Concerns with Auto Body Shops <ul style="list-style-type: none"> ● Conduct source evaluation for Autobody shops and produce White Paper <ul style="list-style-type: none"> ○ Initiate by end of 2024 and align with West Oakland strategy #71, focused on autobody and other coating operations
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	<ul style="list-style-type: none"> ○ Consider education and outreach approach, including evaluating the need to tailor an approach to account for these sources tending to be small local businesses ○ Cross-reference: C&I Action 2.4 regarding amendments to Rule 2-5, via addition of new TACs to the Table 2-5-1 Toxic Air Contaminant Trigger Levels in Rule 2-5 (including changes relevant to autobody shops) ● Cross-cutting: follow up as needed per results of any C&E strategy actions or monitoring findings <ul style="list-style-type: none"> ○ including looking at locations in PTCA area with larger concentrations of auto body shops ● Evaluate an Education and Outreach effort, including <ul style="list-style-type: none"> ○ developing an outreach tool (e.g., a flier) to promote public health benefits of water-based options ○ consider protocol for C&E to distribute materials during inspections
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Fuel Refining, Support Facilities, Storage, and Distribution

Strategy 5: Reduce Exposure and Public Health Impacts from Particulate Matter and Other Criteria Air Pollutants Emitted by the Fuel Refining Sector – 2 Actions

FR 5.3	<p>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.</p> <p>Air District will:</p> <ul style="list-style-type: none"> ● Collaborate with CSC ● Evaluate mechanisms for incorporating health-based metrics from PM_{2.5} exposure into regulatory requirements <ul style="list-style-type: none"> ○ e.g., utilizing the PM_{2.5} Local Risk Methodology ● Amend the following rules or create a new rule to reduce PM health risk <ul style="list-style-type: none"> ○ Permitting Rules, including Rule 2-1 & Rule 2-5 ○ Rule 11-18 ● Cross-reference Public Health Strategy 6, which covers efforts to quantify the health risk from PM to integrate CAPs such as PM into health-based rules <p>CSC will:</p> <ul style="list-style-type: none"> ● Write and vote on a recommendation letter on any new and amended rules to be presented during Air District’s public comment period <p>Cross-reference: FR 5.2 to finalize PM_{2.5} Local Risk Methodology</p>
FR 5.5	<p>Initiate rule development for NO_x emissions from combustion sources at petroleum refineries by the end of 2024</p> <p>Air District will:</p>

	<ul style="list-style-type: none"> • Collaborate with CSC • Evaluate regulatory requirements from South Coast AQMD’s BARCT Rule 1109 for combustion sources at petroleum refineries • Evaluate the most expeditious implementation timeframes feasible
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Ongoing Actions (including Reporting)

Sixteen actions are Ongoing – these actions span across five (5) Community Concern Thematic Areas and Cross-Cutting areas and advance ten (10) strategies from the PTCA Plan.

Ongoing actions are those that are part of work being performed by the Air District and/or CARB on an ongoing basis. Ongoing actions also 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 being 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.

Fuel Refining, Support Facilities, Storage, and Distribution

Strategy 3: Hold Chevron and Other Emitters Accountable for Reducing Pollution and Negative Public Health Impacts from their Operations – 4 Actions

FR 3.5	<p>Air District will expedite the Notice of Violations resolution process in the fuel refining sector.</p> <ul style="list-style-type: none"> • Resolve all outstanding NOVs³ • Continue to prioritize Chevron Refinery when resolving backlog of NOVs
FR 3.6	<p>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.</p> <ul style="list-style-type: none"> • Create an annual forum • Work with appropriate legal partners to identify and prosecute the most serious violations from the fuel refining sector • Establish a formal relationship with City & County legal staff involved in legal actions regarding the fuel refining sector • Update the PTCA Plan annually to incorporate any lessons learned from legal investigations, actions, and outcomes
FR 3.7	<p>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.</p> <ul style="list-style-type: none"> • Work with CSC to determine best format for providing information in a transparent manner
FR 3.12	<p>Follow the Air District’s new Environmental Justice (EJ) Chapter in its California Environmental Quality Act (CEQA) Guidance.</p>

³ The Air District resolved 678 notices of violation in February 2024, assessing a \$20 million penalty. Action FR 3.5 is now an Ongoing action (with respect to the second bullet in the action description).

Strategy 4: Reduce Exposure and Public Health Impacts from Toxic Air Contaminants Emitted by the Fuel Refining Sector – 1 Action

FR 4.4	<p>Provide Regular Updates on Rule 11-18 Implementation and Implement Rule 11-18 at all other Fuel Refining facilities subject to the rule</p> <p>4.4.1: Provide regular reports on progress of Rule 11-18 implementation in PTCA Area beginning January 2024</p> <ul style="list-style-type: none"> • Align with 9/2/2023 Settlement Agreement with CBE, under which there are specifics regarding 'Regular Meetings' • Invite PTCA CSC to these meetings <p>4.4.2: For any additional Phase 1 and 2 facilities that may fall under the category of fuel refining, outside of Chevron and Chemtrade, implement Rule 11-18 in the same manner outlined in Actions FR 4.2 and FR 4.3</p>
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Public Health and Reducing Exposure

Strategy 2: Reduce Air Pollution at Home – 1 Action

H 2.2	<p>Support transition to electric appliances for PTCA residents. By incentivizing the switch from natural gas to electric appliances, this action seeks to reduce both emissions and exposure to emissions.</p> <p>Air District, working with local jurisdictions, the CSC, the community, and other advocates, will lead an effort to:</p> <ul style="list-style-type: none"> • Identify existing incentive programs available to residents in the CERP. • Identify and make recommendations to close program gaps that make it difficult for low-income households to switch to electric appliances. • Provide data that shows the health, energy, economic, and other benefits of switching electric appliances to local jurisdictions. • Make recommendations to local land-use authorities regarding regulatory changes, such as adopting reach building codes. • Track State level legal challenges to these types of ordinances and initiatives.
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Land Use

1 Action

LU 1.1	<p>Support Envision Contra Costa County (Envision CCC) 2040 and Other General Plan and Zoning Updates when they align with the PTCA CERP and Promote Best Practices</p> <p>This action asks that the CSC and Air District track the writing and</p>
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	<p>implementation of plans from local governments - the City of Richmond, the City of San Pablo, and Contra Costa County - that affect the PTCA community. Ensure that plans in these jurisdictions reflect and further the goals and values of the PTCA Plan whenever possible.</p> <p>Support best practices related to warehouse development including, where appropriate, considering moratoriums on large warehouses in areas where people live, work and play. Support and track Contra Costa County’s temporary moratorium on warehouses in North Richmond (Ordinance No. 2021-43).</p>
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Marine and Rail

Strategy 1: Reduce Cancer and Chronic Health Risk from Rail Operations and Facilities – 2 Actions

<p>M&R 1.1</p>	<p>For Rail operations and Facilities: Regulate Emissions Reductions from Rail</p> <p>CARB: 1.1.1: Implement the In-Use Locomotive Regulation adopted in 2023</p> <p>Air District and/or the CSC: 1.1.2: Air District will track rail-related regulations and report to CSC on any issues where community input or review could impact outcomes; Support implementation of CARB’s In-Use Regulation, including reviewing any technology feasibility reports (or reports of similar nature) and working with the CSC to comment as needed</p>
<p>M&R 1.2</p>	<p>For Rail operations and Facilities: Enforce Emissions Reductions for CARB In-Use Locomotive Regulation</p> <p>CARB: 1.2.1:</p> <ul style="list-style-type: none"> • Create annual summaries of local compliance (specific to the PTCA area) with CARB Marine and Rail Regulations in effect <p>Air District and CSC: 1.2.2:</p> <ul style="list-style-type: none"> • Disseminate and review CARB compliance reports <p>1.2.3:</p> <ul style="list-style-type: none"> • Gather and share community input on local enforcement needs • Advocate for additional enforcement sweeps; advocate for legislature to maximize efficacy of penalties • Advocate to CARB to prioritize marine & rail hubs with the highest cumulative impacts and exposure (defining these hubs in partnership with the Air District, CARB, and the community)

Strategy 2: Reduce Cancer and Chronic Health Risk from Ocean Going Vessel Operations – 2 Actions

M&R 2.1	<p>Regulate Emissions Reductions for OGVs At Berth via CARB's At Berth Regulation</p> <p>CARB:</p> <p>2.1.1:</p> <ul style="list-style-type: none"> • Continue assessing technology to control at-berth emissions from bulk and general cargo vessels • By 2030, develop new amendments to the At Berth Regulation to control emissions from bulk and general cargo vessels as warranted by improvements in feasible control technology, or require alternative compliance that achieves equivalent emission reductions in lieu of at berth controls (aligned with WOCAP Strategy #60) <p>2.1.2:</p> <ul style="list-style-type: none"> • As part of CARB review of all Innovative Concept Plans submitted for the PTCA area, consult with the Air District to ensure projects included under the Plans are achieving real (early and/or extra) emissions reductions equivalent to the levels required to be achieved <p>Air District/CSC:</p> <p>2.1.3:</p> <ul style="list-style-type: none"> • Support and track OGV At Berth regulation, including review of (and commenting on, when appropriate) Interim Evaluation report and any other implementation reports (such as updates to Port or Terminal Plans or any control technology assessments)
M&R 2.2	<p>Enforce Emissions Reductions for OGVs</p> <p>See M&R 1.2</p>

Strategy 3: Reduce Cancer and Chronic Health Risk from Commercial Harbor Craft – 2 Actions

M&R 3.1	<p>Regulate Emissions Reductions from Commercial Harbor Craft (CHC)</p> <p>CARB:</p> <p>3.1.1:</p> <ul style="list-style-type: none"> • As identified in recently adopted CHC Amendments, CARB will conduct a Technology and Implementation Review every two years beginning in 2024 • Track advancement in zero- emission technology and report on implementation progress of Tier 4 and diesel particulate filter (DPF) technology in the marine sector <p>Air District:</p> <p>3.1.2:</p> <ul style="list-style-type: none"> • Support and track implementation, including reviewing Technology and Implementation Reviews and any other reports, as released by CARB; coordinate with CSC on commenting, as appropriate
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M&R 3.2	Enforce Emissions Reductions for CHC See M&R 1.2
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Strategy 4: Reduce Cancer and Chronic Health Risk from Cargo Handling Equipment – 1 Action

M&R 4.2	Enforce Emissions Reductions for CHE See M&R 1.2
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Strategy 5: Reduce Cancer and Chronic Health Risk from Cumulative Impact Facilities and Operations – 1 Action

M&R 5.2	Enforce Emissions Reductions for Cumulative Impact Facilities and Operations See M&R 1.2 for defining which hubs need enforcement prioritized
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Resource PTCA Implementation

2 Actions

R 1.3	Engage with the Air District on Annual Budget Planning The CSC will engage with Air District staff and the Board of Directors on the annual budget planning process, and any mid-year budget adjustment process, to ensure the voices of the PTCA CSC and community are heard. This will include recommendations to address ongoing resource needs to fully implement the PTCA Plan, new or evolving issues in the PTCA area, and as appropriate, overall support needs for the AB617 program.
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Actions Prioritized by the CSC for Engagement

In August and September 2024, during the monthly CSC meeting, CSC members convened in a Prioritization Exercise and selected Year 1 Actions for which they wanted to prioritize their engagement and involvement during implementation. This section provides a list of the results (note: see the corresponding All Year 1 Actions tables located earlier in this Plan for a longer description of each action and see [Appendix A from the Path to Clean Air Community Emissions Reduction Plan](#) for the full text and detail of each action).

In August, ten (10) actions were selected from the Plan’s In Progress Actions:

- **C&I 1.1** - Dust White Paper
- **C&I 4.4** - West Contra Costa County Landfill: Implement Rule 11-18 and Conduct Gap Analysis
- **C&I 4.5** - Metal Recycling (Sims, Pick n Pull): Source Evaluation
- **FR 2.1** - Air District and the CSC will work with the City of Richmond to strengthen the Industrial Safety Ordinance (ISO)

- **FR 2.2** - The Air District will coordinate with the CSC to improve and expand communications about all flaring events for the fuel refining sector in the PTCA area and also for major incidents at both fuel-refining and non-fuel refining sources. Communications mechanisms will be developed in collaboration with a newly formed CSC Communications Subcommittee [Standing Committee] and will include (A) a new webpage and (B) standardized internal and external communication protocols.
- **FR 4.1** - Amend Rule 11-18 to improve stringency, efficiency, transparency, and public engagement
- **FR 5.1** - Implement Rule 6-5 (update: now to be done via finalized Rule 6-5 Settlement Agreement)
- **H 2.5** - Reduce exposure to wood burning
- **R 1.2** - Co-develop and implement an annual Implementation Plan
- **FR 3.5*** – Air District will expedite the Notice of Violations resolution process in the fuel refining sector.
 - *This action was recategorized from ‘In Progress’ to ‘Ongoing’ after the August 2024 CSC meeting because the Rule 6-5 settlement agreement (finalized in February 2024) resolved the backlog of Notices of Violations (NOVs) for Chevron Richmond Refinery, thereby achieving the initial intent of the action. This action is now in a maintenance state for any future NOVs issued for the fuel refining sector in the PTCA area

In September 2024, three (3) Not Yet Started actions were selected as Commitments to Start During Year 1: two (2) CSC-led actions and one (1) Not Yet Started Action with a 2024-2025 timeline commitment.

The two CSC-led Actions selected were FR 1.1 and 1.2:

- **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 Subcommittee [Standing Committee] (JTS) as part of PTCA Implementation by Q2 2024.
- **FR 1.2** – Incorporate Just Transition Principles and Criteria in the prioritization and implementation of the PTCA Plan and explore incorporating these in governmental policymaking and rulemaking.

The third Not Yet Started Action prioritized for CSC Engagement was FR 3.9:

- **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.

Community Steering Committee (CSC)

Overview

Since April 5, 2023, the CSC has been a community-appointed steering committee. The CSC seeks to remedy persistent air pollution exposure and reduce health risks and inequities associated with poor air quality for people who live, work, and play in and around the PTCA area. This is further described in the CSC's [PTCA Vision and Principles](#).

The CSC's *Vision Statement* and a list of *Principles* are included below for ease of reference:

Vision Statement: We envision that all people grow and live in neighborhoods, with human-centered infrastructure planning, including space for our communities to safely be together free of emission sources and air pollution. The effects of air pollution are known to cause severe health risks that include asthma, cancer, heart disease and other serious long-term health conditions. We envision removing barriers to health equity for all residents, as well as a significant reduction of pollution-driven respiratory illness rates in children. We aim to accomplish this by using effective communication strategies to inform people of elevated health risks in real time, by developing community led efforts to monitor emissions, by holding industry and all polluters accountable, and by strategizing a measurable reduction in emissions and exposure.

Principles:

- Collaborative and Involved Stakeholders
- Community and Equity-Centered
- Understandable Information and Data-Driven
- Led by Strategy Goals and Prioritized Effective Strategies
- Follow a Transparent Process and Commit to Restorative Investments

In support of the PTCA Vision and Principles, the CSC worked with the Air District and other government agencies to co-develop the PTCA. The CSC adopted the PTCA on March 25, 2024, and the Air District Board of Directors adopted the PTCA on May 1, 2024. Since PTCA adoption, the CSC has worked to establish priorities for Year 1 of PTCA implementation. The CSC's Year 1 implementation priorities are reflected in the All Year 1 Actions section of this Implementation Plan, under the section titled CSC Selections for Engagement Priorities.

CSC Implementation Work


During Year 1 implementation, the CSC will meet monthly and participate in PTCA implementation by acting as liaisons between the community, stakeholders, Air District staff, and the Board of Directors. This will include disseminating information, making decisions, and providing input as appropriate. The CSC may, as needed, identify community-level implementation opportunities such as advocacy, education, securing resources, and community engagement activities. The CSC will support and direct activities to achieve PTCA Goals in alignment with the [PTCA Vision and Principles, as described in Chapter 3](#).

Based on the CSC’s preferences, as defined by the [IAP2 Spectrum of Public Participation](#) (shown in Figure 1), the Air District and other agency partners will Inform, Consult, Involve, and Collaborate with the CSC on Year 1 actions that are In Progress, Commitments to Start, and Ongoing Actions. The CSC is responsible for leading the Plan’s CSC-led Actions.

IAP2 Spectrum of Public Participation



IAP2’s Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public’s role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION 					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Figure 1 IAP2 Spectrum of Public Participation

Some CSC activities, discussions, and actions may be delegated to standing committees or ad hoc, which are described further down in the Standing Committees and Ad Hoc section. For the CSC’s role in Annual Reporting, please see the Communications and Reporting section below.

CSC Leadership

The CSC’s three Leads are Nancy Aguirre, Marisol Cantú, and Dr. Omoniyi Omotoso. Leads will serve two-year terms and have the option to self-nominate for non-consecutive terms. The Leads will share responsibility for developing meeting agendas, meeting facilitation, and CSC membership engagement. Leads have a bi-weekly meeting with Air District staff to coordinate efforts and plan CSC meetings.

For more information about Lead roles and responsibilities, please see Section 4 of the [PTCA CSC Charter and Participation Agreement](#).

CSC Membership

CSC members represent people who live in the PTCA area and other interested stakeholders affiliated with various sectors. These sectors can include community-based organizations, youth organizations, non-profits, faith leaders, education, government, health, and business representatives from the PTCA area. The voting CSC membership will be composed of an odd number of members. The total CSC membership (voting and non-voting) will range between 21 and 27. A minimum of 80% of voting members will reside within the PTCA area, and two non-voting members will represent local businesses, local trade unions and/or industrial companies. All designated city and county government representatives on the CSC will be recognized as non-voting members. The CSC will allow up to four designated city and county representatives.

For more information about membership roles and responsibilities, please see Section 5 and 6 of the [PTCA CSC Charter and Participation Agreement](#).

Air District Staff Role

Air District staff works side-by-side with the CSC and the Leads on implementation. Air District staff are responsible for standing up CSC meetings, including co-creating meeting agendas with the Leads, drafting slide decks and other meeting materials for Lead review and comment, and finalizing these materials. Air District staff is responsible for staffing in-person and virtual meetings, including creating facilitation agendas, break-out activity facilitation guides, setting up the meeting room and any technology needed to support the meeting, either in person or virtually. Air District staff also is responsible for sharing meeting materials and other communications with CSC members and posting materials to the Air District webpage, specifically on the [Richmond-North Richmond-San Pablo CERP homepage](#). Some CSC meeting support tasks are provided by Air District contractors.

Standing Committees and Ad Hoc

Overview

Consistent with the [PTCA CSC Charter and Participation Agreement](#), the CSC will form, disband, or maintain standing committees and ad hoc, as needed. Standing committees are permanent, meaning they do not have a dissolution end date. A standing committee would be formed for matters requiring an extended scope and duration. An ad hoc would be created to handle one-time special projects and end once the project is completed. Standing committees and ad hoc will set specific and defined roles, responsibilities, and expected outcomes.

Over time, the CSC and Air District have discussed possible standing committees and ad hoc (previously referred to as subcommittees at times) that the CSC may consider forming to aid in Year 1 implementation. Chapter 9 of the [PTCA Community Emissions Reductions Plan](#) provides a short list of examples of potential future standing committees and ad hoc. Additionally, there has been

some initial brainstorming around potential standing committees and ad hoc during CSC prioritization discussions at the August and September 2024 CSC meetings.

Standing Committee and Ad Hoc Initiation, Roles, and Responsibilities

Standing committees and ad hoc will be initiated via a process that requires development of a plan of action. A plan of action will include the purpose, goals, and key strategies of the proposed standing committee or ad hoc. It should also specify which of the PTCA Plan actions the standing committee or ad hoc will address. This information shall be presented to the CSC Leads. It will then be provided in writing and available to all CSC members, discussed, and voted on by the CSC.

Standing committees and ad hoc will require Facilitators, who will be expected to fulfill certain responsibilities. Facilitators will be CSC members who volunteer to serve in that role. As part of proposing a standing committee or ad hoc, the Facilitator will present the required plan of action to the Leads. Standing committee/ad hoc Facilitators will collaborate with the Leads and Air District staff to resolve issues and support CERP implementation. Specific Facilitator duties include co-developing standing committee or ad hoc agendas, facilitating meetings, producing meeting notes, making regular progress reports to leads, recruiting members, and supporting the work of members to successfully move forward the work of the CSC. How often and when a standing committee or ad hoc will meet also will need to be determined. Facilitators are expected to commit to 4-6 hours of service per month.

As required by the Charter, all voting and non-voting CSC members are required to join at least one standing committee or ad hoc throughout the year. Standing committee and ad hoc work is part of the 8-hour minimum expected of all designated city and county representatives. Industry representatives are expected to serve as liaisons, share their expertise, and participate in standing committee and ad hoc work that relates to their industry. The Air District will create a PTCA CSC stipend policy that addresses how CSC stipends will be handled during PTCA implementation.

The Air District is resourced to participate in up to two standing committees or ad hoc at a time for the CSC, throughout PTCA implementation⁴. When participating in a standing committee or ad hoc, Air District staff will work with the standing committee or ad hoc Facilitators and CSC Leads to create agendas, slide decks, meeting minutes and other needed materials, as described above under *Community Steering Committee (CSC) Air District Staff Role*. Standing committee and ad hoc meeting materials will not be added to the Air District's PTCA webpage.

One standing committee has already been proposed: the Just Transition Standing Committee (JTS). Per the Charter, next steps include identification of a CSC Facilitator, development of a plan of action, presentation to the Leads, and a vote by the CSC. Upon CSC approval of a plan of action, the Air District will seek resources to secure a potential project consultant with expertise in Just Transition to assist Air District staff and the CSC. The Air District would select, with input from the

⁴ This includes implementation-focused standing committees and ad hoc, as well as other standing committees and ad hoc (such as an ad hoc focused on CSC membership recruitment)

CSC or Leads, and then manage this consultant. See the Just Transition Standing Committee section below for more information on the JTS and potential Just Transition project consultant.

Just Transition Standing Committee

Fuel Refining (FR) Action 1.1 states that the CSC will establish a Just Transition Subcommittee [Standing Committee] (JTS) as part of Plan implementation. Action FR 1.1 also states that the JTS will “Collaborate with Air District to identify ongoing support needs, including...Consideration of the appointment of a Just Transition Project Consultant to support the JTS’s future visions and plan.” Air District staff expect that this consultant will provide formal support for the JTS (meeting with standing committee leadership (e.g., Facilitators) to create agendas, slide decks, meeting minutes and any other needed materials) and that Air District staff will oversee the work of the consultant. The Air District will assign a staff member to support the JTS (e.g., to provide information, attend meetings, and answer questions during meetings).

The work of the JTS will provide a platform for advancing Just Transition and facilitate conversations and potential partnerships with both governmental and non-governmental organizations. The JTS will create an online shareable folder of Just Transition educational materials to help support education and aid communications with key stakeholders and will elevate Just Transition Principles through the PTCA and policymaking. Please see Fuel Refining Actions 1.1 and 1.2 for more information about the JTS.

Communications and Reporting

Overview

The Air District, Leads, and CSC strive for efficient and effective implementation logistics and communications. The [Air District’s PTCA Community Emissions Reduction Plan Webpage](#) will be updated each month – in advance of that month’s CSC meeting – with the meeting agenda, slide deck, and any other publicly available meeting materials. After each CSC meeting, the webpage will be updated to include meeting summaries, notes, and meeting recordings, if available. The webpage also will include links to the PTCA chapters and appendices, and any news, events, project timelines, goals and accomplishments that are publicly available. As described below, the Air District will create a publicly available web Dashboard for PTCA implementation updates, easily accessible via the PTCA Community Emissions Reduction Plan webpage.

Consistent with the [PTCA CSC Charter and Participation Agreement](#), and to facilitate successful PTCA meetings, all language interpretation services will be provided as needed with a minimum of (six) 6 business days in advance of the request. All final documents produced or submitted in connection with the PTCA will be considered public information records and subject to the provisions of the California Public Records Act.

Over the course of Year 1 implementation, adjustments in logistics and communications procedures may be necessary for efficiency and/or effectiveness. Production of the PTCA

Community Emissions Reduction Plan Annual Report for the California Air Resources Board (CARB) will allow for reflection and provide an opportunity to identify improvements for Year 2.

Web Dashboard

Air District staff will create a Dashboard that CSC members and the public can utilize to see updates on PTCA implementation.

The Dashboard webpage will display data visualizations to summarize the status of the PTCA in a manner that is community friendly. For example, users will be able to quickly see how many actions are Complete, In Progress, Ongoing, or Not Yet Started.

The final version of the Dashboard will allow users to sort, filter and view qualitative updates on the PTCA's strategies and actions. Users will be able to sort actions into categories such as:

- Status: Complete, In Progress, Not Yet Started, or Ongoing
- Implementer: Air District; Air District Board of Directors; California Air Resources Board (CARB); Community Steering Committee (CSC); City of Richmond; City of San Pablo, Contra Costa County; Contra Costa Health Services (CCHS)
- Community Concern Thematic Area: for example, Commercial and Industrial Sources Near Community; Fuel Refining, Support Facilities, Storage and Distribution; Public Health and Reducing Exposure; Marine and Rail; Mobile Sources; Land Use; Compliance and Enforcement
- Strategy Name (from each Community Concern Thematic Area): for example, Move Towards a Just Transition; Reduce Persistent Flaring and Improve Incident Response; Reduce Air Pollution at Home; Control Fugitive Dust

The Dashboard will be updated periodically, at least every quarter, to provide transparency and support the PTCA actions that call for quarterly updates to the CSC (for example, Fuel Refining Actions 3.2, 3.4, and 3.7).

Air District staff aim to make Version 1 of the Dashboard available for CSC review and comment in October 2024, and publicly available in November 2024. Version 1 will include the approximately 50 actions that are part of the Year 1 Implementation Plan.

Annual Report to California Air Resources Board

Air District staff will develop the Year 1 Annual Report with input from the CSC or a delegated standing committee or ad hoc. A draft Annual Report will be presented to the full CSC.

Development of the Year 1 Annual Report will offer an opportunity to identify alignment or misalignment with the Implementation Plan and make necessary adjustments. In accordance with the California Air Resources Board (CARB) guidance document *Blueprint 2.0*, the Year 1 Annual Report will be submitted to CARB in October 2025. The Year 1 Annual Report will be presented to the Air District Board of Directors or a designated Board Committee, such as the Community, Equity, Health & Justice (CEHJ) Committee.

In addition to documenting progress on implementation, the Year 1 Annual Report will provide an opportunity to reflect on Year 1 successes, refine strategies and actions, communicate success stories and lessons learned, and provide data to help the CSC set priorities for Year 2.

Conclusion

The Air District is committed to ensuring adequate resources are provided during PTCA implementation. An annual planning process to create an Implementation Plan will help identify ongoing administrative and Air District staff resource needs and inform annual Air District budget planning.

The Implementation Plan also sets up the Air District and CSC for a successful year and provides a roadmap for the Air District to successfully submit the PTCA Annual Report to CARB on October 1, 2025.

Near the end of Year 1 implementation, and while creating the Year 1 Annual Report, the Air District and the CSC can reflect on Year 1 successes and challenges and begin to plan for Year 2 implementation. Based on these reflections, the Air District and CSC can determine improvements to bring into the Year 2 Implementation Plan.

Selected References

[Air District's AB 617 Community Health Protection Program](#)

[Air District's PTCA Community Emissions Reduction Plan Webpage](#)

[PTCA CSC Charter and Participation Agreement](#) (updated and adopted by the CSC February 2024)

[PTCA Vision and Principles](#)

[PTCA Community Emissions Reductions Plan](#)

[IAP2 Spectrum of Public Participation](#)