

Number	Section	Category	Short Description	Emissions Reduction	Exposure Reduction	Authority
4	Land Use	Nonconforming Uses	The City of Oakland should amend existing City Ordinances and Administrative policies to accelerate relocation of auto- and truck-related businesses that do not conform with the zoning designations adopted in the West Oakland Specific Plan. As part of this effort, the City of Oakland may use incentives and subsidies to move these businesses away from West Oakland.		x	City of Oakland
5	Land Use	Nonconforming Uses	The City of Oakland should revise business licensing procedures to require current and proposed businesses to disclose truck visits per day and work with Caltrans to determine the number of trucks that park in the Caltrans right-of-way near West Oakland.	x	x	City of Oakland
6	Land Use	Conditional Use Permits	The City of Oakland should amend the Building Codes and/or Zoning Ordinance to list freight and trucking related businesses as prohibited uses within West Oakland.		x	City of Oakland
7	Land Use	Conditional Use Permits	The City of Oakland should work with local businesses, residents, and other partners to develop a plan to limit the hours that trucks can operate in the community.	x	x	City of Oakland
8	Land Use	Green Infrastructure	The City of Oakland should create a comprehensive area-wide urban canopy forest plan that identifies locations that trees can be added and maintained, such as parks and along Caltrans right-of-way, and develop a plan to protect existing trees by reduce exposure to air pollution emissions in West Oakland.		x	City of Oakland
9	Land Use	Green Infrastructure	The West Oakland Environmental Indicators Project will develop a plan to use vegetative borders as environmental biofilters between Interstate 880 and the Prescott neighborhood in West Oakland. The Air District is providing funding for the development of this plan.		x	Multiple agencies
10	Land Use	Green Infrastructure	The City of Oakland should adopt development impact fees that can generate funds for various environmental mitigations, including green infrastructure.	x	x	City of Oakland
11	Land Use	Green Infrastructure	The City of Oakland should construct vegetative biofilters between pollution sources and land uses that serve people and train residents to manage biofilters.		x	City of Oakland
12	Land Use	Green Infrastructure	The Air District and West Oakland Environmental Indicators Project will work with MTC, Caltrans, City of Oakland, and West Oakland business owners and residents to determine if I-580 should allow truck traffic and if I-880 should include a designated truck lane. If these changes are determined to reduce emissions and exposure to air pollution in West Oakland, the Air District will advocate for these changes.	x	x	Caltrans
17	Land Use	Renewable Energy	The City of Oakland should work with local businesses and residents, the Air District and other partners to build capacity for electric infrastructure and power storage, support development of fast-charging facilities, set aside land for green infrastructure, truck charging stations and better land use support for electric trucks.	x	x	City of Oakland
18	Land Use	Renewable Energy	The City and Port of Oakland should work with the Air District and other partners to adopt an Electrical Infrastructure Plan for the maritime waterfront areas of Oakland. This Plan should seek to remove barriers to adoption of zero-emission trucks, such as cost, land, and issues around ownership of charging equipment.	x	x	Port of Oakland
19	Land Use	Renewable Energy	The California Air Resources Board should work with agency and local partners to advocate for PG&E (and other utilities, such as ABCE) to rationalize electric rates and provide lower rates for truck businesses with zero-emissions trucks.	X	X	Multiple agencies

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20	Land Use	Renewable Energy	The WOEIP and Air District will work with local businesses, residents, and agency partners to create opportunities for students and young adults to work in recycling and at green businesses. This work should seek to result in paid positions for students and young adults.		x	Multiple agencies
24	Land Use	Interagency Collaboration	The City and Port of Oakland should work with agency and local partners to create a Sustainable Freight Advisory Committee to provide recommendations to each agency's governing board or council. The Committee's scope should include: air quality issues, enhanced/increased enforcement of truck parking and idling, improved referral and follow-up to nuisance and odor complaints related to goods movement, improvements to the Port appointment system, charging infrastructure and rates, and developing land-use restrictions in industrial areas, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.	x	x	Multiple agencies
27	Land Use	Interagency Collaboration	The Air District will work with agency and local partners to improve referral and follow-up on nuisance and odor complaints. This work should include updates to complaint processes, enforcement procedures and coordination with other public agencies regarding odors and open burning complaints.	x	x	Multiple agencies
28	Land Use	Interagency Collaboration	The Air District will work with community and agency partners to advocate for West Oakland Specific Plan (adopted) and West Oakland Truck Management Plan (proposed) measures.	x	x	City of Oakland
29	Land Use	Interagency Collaboration	Consistent with the West Oakland Specific Plan, the City of Oakland should implement measures to address gentrification and the pricing out of long-term residents. This effort should include meetings with local community groups, incentives and loans targeted to existing businesses and residents.			City of Oakland
30	Land Use	Interagency Collaboration	The Air District will work with local and agency partners to improve public notification of alerts during air pollution events that put people at risk. This work will result in a report to the Air District's Board with recommendations.		x	Multiple agencies
31	Land Use	Interagency Collaboration	The Air District and West Oakland Environmental Indicators Project will support the request for a neighborhood lobbyist to advocate for West Oakland's fair share of resources by identifying funding sources, writing a proposal and letters, and attending City Council and Committee meetings.	x	x	Air District
37	Truck	Truck, Equipment & Bus Idling	The Port of Oakland should consider amending its tariffs and operating policies to ban trucks that are not in compliance with CARB regulations.	x	x	Port of Oakland
38	Truck	Truck, Equipment & Bus Idling	The California Air Resources Board, in cooperation with the City of Oakland and the Port of Oakland, should consider creating a stronger connection between persistent idling violations and enforcement of the City of Oakland's blight and nuisance ordinances.	x	x	California Air Resources Board
39	Truck	Truck, Equipment & Bus Idling	The California Air Resources Board should consider increasing inspections in West Oakland for idling trucks, and consider using GPS and other telecommunication records to identify locations of idling trucks.	x	x	California Air Resources Board
40	Truck	Truck, Equipment & Bus Idling	The California Air Resources Board should consider amending the truck and bus regulation to require "Clean Idle" trucks to comply with Statewide idling restrictions when in West Oakland.	x	x	California Air Resources Board
41	Truck	Truck, Equipment & Bus Idling	The California Air Resources Board should undertake a study to determine if 1) trucks in West Oakland are registered in California, 2) have the required emissions equipment, and 3) if low-NOx CNG trucks are a better technology fit for businesses in West Oakland and for independent drayage operators.	x	x	California Air Resources Board

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42	Truck	Truck, Equipment & Bus Idling	The California Air Resources Board and the City of Oakland should consider jointly developing a health-based limit for the number of truck businesses permitted to operate within West Oakland.	x	x	California Air Resources Board, City of Oakland
43	Truck	Truck, Equipment & Bus Idling	The City of Oakland should consider requiring disclosure of estimated truck visits per day when issuing or renewing business permits.		x	City of Oakland
45	Truck	Parking	The City of Oakland, should consider increasing coordination and education within the Oakland Police Department (OPD) to address roles and expectations for Community Resource Officers in enforcing parking regulations while on duty/patrol versus on call.	x	x	City of Oakland
46	Truck	Parking	Port of Oakland should consider offering incentives to truck businesses and drivers to park at the harbor rather than in West Oakland.		x	Port of Oakland
49	Truck	Routes	The City of Oakland, in consultation with West Oakland residents, should consider a program of traffic-calming measures to keep truck traffic off truck-prohibited streets. Funding to implement this measure may be available from the Air District, ACTC, and other public agencies.		x	City of Oakland
55	Truck	Charging Stations & Infrastructure	The Bay Area Air Quality Management District should consider streamlining the process for providing financial incentives for fueling infrastructure and for zero-emission trucks, buses and freight equipment operating in West Oakland.	x		Air District
56	Truck	Charging Stations & Infrastructure	California Energy Commission and California Public Utility Commission should consider allowing time-of-day pricing for electricity in order to encourage the use of electric trucks, buses, and vehicles in West Oakland	x		California Energy Commission, California Public Utilities Commission
57	Truck	Charging Stations & Infrastructure	The City and Port of Oakland should consider long-term leases to vendors that will deliver trucker services (including mini-market and convenience stores, fast food and fast casual restaurants) and parking to keep trucks off West Oakland streets.		x	City of Oakland, Port of Oakland
58	Truck	Charging Stations & Infrastructure	The Port of Oakland should consider working with the Seaport terminal operators to address the effects on truck flow and congestion due to increasing visits from larger container ships.	x	x	Port of Oakland
59	Truck	Charging Stations & Infrastructure	The Port of Oakland should consider working with truck operators and beneficial cargo owners to consider an offsite location where trucks can unload instead of at the Port, followed by a separate shuttle truck transfer of the load to the Port using zero emission trucks.		x	Port of Oakland
60	Truck	Charging Stations & Infrastructure	The Port of Oakland should consider creating incentives for "truck turns," the practice of hauling loaded containers on each leg of a Port roundtrip		x	Port of Oakland
62	Truck	Roadways	The City and Port of Oakland should consider amending their respective ordinances to increase the allowable weight limits on local streets for single-axle zero-emission trucks.		x	City of Oakland, Port of Oakland
64	Other Mobile Sources	Public Transit	AC Transit should consider the need for additional mitigations if transit service improvements cause increases in truck and auto idling on Grand Street.	x	x	AC Transit

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78	Other Mobile Sources	Rail	The Port of Oakland, in cooperation with CARB, MTC and others, should consider studying the feasibility of using electric switcher locomotives.	x		Port of Oakland
85	Fixed & Stationary Sources	Air District Permitted Stationary Sources	The Air District work with agency and local partners to provide incentives to replace existing diesel stationary and standby engines (fire pumps, dryers, conveyor belts, cranes) with Tier 4 diesel or cleaner engines. Priority will be given to upgrading Tier 0, 1 & 2 engines located closest to schools, senior citizen centers, child care facilities, and hospitals.	x	x	Air District
93	Fixed & Stationary Sources	Fixed Source Nuisances	The Air District, City of Oakland and other agency and community partners work on joint enforcement of open burning regulations and use of firepits.	x	x	City of Oakland, Air District
101	Health Programs	Exposure Reduction	The Air District will work with local and agency partners to provide incentives to install high-efficiency air filtration systems at schools, day care facilities, hospitals, and residences in West Oakland. This effort is funded by a SEP agreement signed in 2018. The Air District may prioritize installation of air filters to protect people closest to sources of air pollution, consider distributing funding based on income levels, prioritizing the lowest-income tracts of West Oakland first.		x	Air District
114	Health Programs	Exposure Reduction	The City of Oakland should work with local businesses, partner agencies, and community members to develop a Green Business Strategic Plan to attract, retain, and support innovative green companies in West Oakland. This effort may include coordination with State and local agencies to develop a criteria for green business certification for new and existing businesses.	x	x	City of Oakland
115	Health Programs	Exposure Reduction	The Air District, West Oakland Environmental Indicators Project and other community and agency partners will advocate for the adoption of a City ordinance or state-wide regulations to set limits to the amount of exposure to toxic air contaminants that communities can be exposed to. This cap will protect already over-burdened communities like West Oakland from further air pollution.	x	x	Air District
116	Health Programs	Exposure Reduction	The City of Oakland should work with community partners to align West Oakland zoning with the Heathy Development Guidelines. This work may include applying the Guidelines to existing buildings, by requiring upgrades such as HUS EPA filters.		x	
120	Health Programs	Exposure Reduction	The City of Oakland should work with agency and local partners to identify strategies to reduce emissions and exposure from light-duty vehicles traveling though (and idling in) West Oakland and on the surrounding roadways and freeways. This work may include researching and considering: limiting additional parking lots serving West Oakland BART; encouraging those BART users to use transit, and other forms of alternative transportation; and up-zoning around BART for denser land use.	x	x	Air District
121	Health Programs	Exposure Reduction	Consistent with the West Oakland Truck Management Plan, the City of Oakland should implement a program that includes adding roadway signage to encourage light-duty vehicles not to idle near schools and other land uses that serve children and seniors.	x	x	City of Oakland
122	Health Programs	Exposure Reduction	The Air District will work with agency and local partners to investigate the differences in time-of-day exposure and how this might suggest additional strategies. For example, The Air District will research the possibility that rush-hour freeway and roadway light-duty and heavy-duty traffic create weekday peaks in exposure, or that smart air filtration systems could intake air during less-polluted times of the day (such as during peak vehicle travel times).	x	x	Air District

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123	Health Programs	Exposure Reduction	The City of Oakland and the Air District should work together to investigate the potential benefits of centralized package delivery sites like Amazon personal lockers. The Air District will model the emissions and exposure reductions of this program and report back to the Steering Committee.		x	Air District
133	Health Programs	Exposure Reduction	The Air District will work local and agency partners to determine ways to better track health impacts so data are centralized and consistently reported.	x	x	Air District