

## Topic: Stationary Sources - Strategy #73

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Air District</b></p> <p>The Air District proposes amendments to existing Regulation 8-5 to further reduce emissions of reactive organic gases and other toxic compounds from organic liquid storage tanks by 2020. Organic liquid storage tanks are defined in Regulation 8-5.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The purpose of Regulation 8-5 is to limit emissions of organic compounds from storage tanks. Strategy #73 was included in the WOCAP to align it with the Air District’s plan for updating rulemaking related to liquid storage tanks. There were a couple smaller fuel/chemical plants in West Oakland that had storage tanks such as Viridis Fuels. As part of the initial rulemaking process the Air District assessed the potential for amendments to Regulation 8-5 to achieve emissions reductions. The Air District found limited potential to effectively achieve substantial volatile organic compound (VOC) emission reductions, thus, amendments to Rule 8-5 are not being proposed at this time and this strategy is proposed to be closed out.</p>	

## Topic: Mobile Sources - Strategy #67

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Air District</b></p> <p>The Air District intends to seek authority in 2021 to reduce emissions and risk from magnet sources, such as the Port of Oakland, freight operations and warehouse distribution centers.</p>	<p><b>Lead: Air District</b></p> <p>The Air District intends to pursue future programs to reduce emissions and risk from magnet sources related to the goods movement industry via an Indirect Magnet Source policy package. The policy package could include rule making, model ordinances and technical support to local governments to develop their own policies. Emissions reductions may come from the transport trucks serving the Port of Oakland, warehouse distribution centers and other designated freight locations.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> Revisions made to reflect the Air District’s strategic approach to addressing Indirect Magnet Sources since recent state-level assembly bill legislative efforts failed in 2021 and 2023<sup>1</sup>. Revisions also indicate that some areas are designated freight locations and clarifies that the intent is to facilitate air quality improvements to the goods movement industry.</p> <p>An update on potential Indirect Magnet Source policies will be presented and discussed at the Stationary Source Committee of the Air District Board on September 11, 2024. An example of the Air District’s policy support are the recent zoning code amendments to address truck-attracting businesses developed by the City of Oakland with the support of the Air District:</p>	

---

<sup>1</sup> The Air District introduced a bill through Assemblymember Bauer-Kahan in 2021 that unfortunately did not get too far. In 2023, Assemblymember Reyes (Los Angeles area) introduced a bill related to magnet sources, that made it through one committee before failing. It has been challenging to move these bills toward passage in the legislature. (Source: 2022-2023 WOCAP Annual Report, Strategy #67 update.)

#### 17.103.065 Truck-Intensive Industrial Activities

All industrial businesses that generate truck trips such as manufacturing, warehousing, freight, and recycling businesses, etc. proposed within 500 feet of residential land use will now be subject to new conditional use permit criteria to help decision makers understand the businesses' intent to manage truck-related activities (applicants will provide map of truck routes, truck loading and parking areas, etc.) to minimize impacts to nearby community.

#### 17.114.050 Nonconforming Activity—Discontinuance

Whenever a non-conforming truck activity discontinues operation, the right to continue the nonconforming use shall expire immediately.

#### 17.134.130 Termination of a Conditional Use Permit

If a conditionally permitted truck activity has ceased, or has been suspended, for a consecutive period of six (6) or more months, the conditional use permit is null and void.

## Topic: Health Programs - Strategy #80

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Air District</b></p> <p>The Air District researches actions that are potentially exposure-reducing, such as: 1) an engineering evaluation of exhaust stacks and/or vents to determine if relocation will reduce local exposure; (2) a study to determine if smart air filtration systems can reduce exposure by in-taking air during daily non-peak vehicle travel times, such as between midnight and four a.m.; and (3) a study of the potential air quality benefits of a centralized package delivery site such as personal lockers by 2025.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close Out Strategy</b></p> <p><b>Rationale:</b> There are several unrelated actions grouped in this strategy. The first two items are redundant of strategies 69 and 75. The final item is addressed by revised strategy 67.</p> <ol style="list-style-type: none"><li>1. "...engineering evaluation of exhaust stacks..." Evaluation of exhaust stacks happens as part of permit applications and Rule 11-18 evaluation. Strategy 69 already refers to Rule 11-18.</li><li>2. "...study to determine if smart air filtration systems can reduce exposure..." Strategy 75 already refers to installation of high-efficiency air filtration systems. Bay Area Healthy Homes Initiative and work under AB836 Clean Air Centers is targeted in Strategy 75.</li><li>3. "...study of the potential air quality benefits of centralized package delivery sites..." Revised Strategy #67 addresses "indirect sources" such as package delivery sites.</li></ol>	

## Topic: Land Use - Strategy #18

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Air District</b></p> <p>The Air District advocates for more electrical infrastructure and power storage, including development of (1) fast-charging facilities, (2) truck charging stations and (3) better land use support for electric trucks by 2025.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close Out Strategy</b></p> <p><b>Rationale:</b> See revised Strategy 21 stating that the Air District will continue to actively participate in the Sustainable Port Collaborative and in the Community Electrification Workgroup to collaborate on grant funding opportunities to support the Port of Oakland’s transition to electrification and zero emissions and for community environmental benefits.</p>	

## Topic: Further Study Measure - Strategy #FSM-4

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Air District</b></p> <p>The Air District will work with CARB, EBMUD, and other agency and community partners to identify strategies and incentives to address community concerns about odors, health-related emissions, and disclosing to the community information about complaints and complaint resolutions from the EBMUD facility in the Owing Our Air plan area.</p>	<p><b>Lead: EBMUD</b></p> <p>EBMUD identifies strategies and incentives to address community concerns about odors and disclosing to the community information about complaints and complaint resolutions from EBMUD facility.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> Separate out the two important pieces of this strategy: (1) community concerns about health-related emissions; and, (2) the odor and complaint aspects. The health-related emissions from EBMUD are addressed by existing WOCAP strategy #69 related to Regulation 11-18. Revised Strategy FSM-4 focuses on strategies and incentives to address odors and complaints.</p> <p>WOCAP Strategy #69 addresses community concerns about health-related emissions. Rule 11-18 was adopted by the Air District in 2017 to address facilities whose emissions of toxic air contaminants result in a significant risk to nearby residents and workers. The purpose of Rule 11-18 is to focus on existing facilities causing the highest health impacts across the Bay Area and require these facilities to reduce those impacts. Rule 11-18 does not directly address nuisance odors.</p> <p>East Bay Municipal Utility District (EBMUD) falls within the Air District’s Major Facility Review Program (Title V). The Title V program requires large industrial facilities to issue a single comprehensive operating permit that shows all federal, state, and local air quality requirements. The program includes requirements to monitor emissions and make regular reports. EBMUD’s current Title V facility permit can be found here: <a href="https://www.baaqmd.gov/~/media/files/engineering/title-v-permits/a0591/a0591_110719_renew_final_permit_02-pdf.pdf?rev=f4543273a8c5496c9eae191eb4f9e83a">https://www.baaqmd.gov/~/media/files/engineering/title-v-permits/a0591/a0591_110719_renew_final_permit_02-pdf.pdf?rev=f4543273a8c5496c9eae191eb4f9e83a</a>. The Title V permit</p>	

contains the EBMUD permit conditions that apply to the equipment at EBMUD, some of which pertain to odors and consequences of odors.

## PART 2 – Port-led Strategies



## Topic: Mobile Sources - Strategy #43

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Port</b></p> <p>The Port of Oakland studies the effects on truck flow and congestion due to increasing visits from larger container ships, the feasibility of an off-terminal container yard that utilizes zero-emission trucks to move containers to and from the marine terminals, and the potential efficiency gains from increasing the number of trucks hauling loaded containers on each leg of a roundtrip to the Port.</p>	<p><b>Lead: Port</b></p> <p>The Port of Oakland studies the effects on truck flow, congestion and related potential health impacts due to increasing visits from larger container ships. The study should include:</p> <ul style="list-style-type: none"><li>● evaluation of the impact on air quality and truck congestion on container ship “peak offload days” potentially using a health impact assessment framework;</li><li>● feasibility of an off-terminal container yard that utilizes zero-emission trucks to move containers to and from the marine terminals; and,</li><li>● potential efficiency gains from increasing the number of trucks hauling loaded containers on each leg of a roundtrip to the Port.</li></ul>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The revised strategies retains the original intent which was to minimize impacts of traffic and congestion in the community, reduce emissions, and gain efficiencies in container truck moves..</p> <p><b>Background and Intent of 2019 Strategy #43</b></p> <ul style="list-style-type: none"><li>● The bigger ships are causing havoc on the transportation community which then has impacts on the residential community.</li><li>● When 1000s of containers come off at once it clogs the system (lots of peaks and valleys) don’t want cargo sitting on the docks for long<ul style="list-style-type: none"><li>○ takes 3 days for vessels to unload and those three days are a nightmare for truck operators</li><li>○ flow of impacts: larger vessels → shorter turnaround times → peaks and valleys of work (inefficiencies in pickups and dropoffs and</li></ul></li></ul>	

- extra costs for storage) → VERY high peaks of truck congestion on some days.
- The Port needs to understand the “mobile chain” and how waterfront decisions affect inland operations (some ships have 8,000 containers and truck operators have to move containers to / from Fresno in a short time).
- the Port needs to develop a system to return containers in a shorter amount of time.

Background: Off Port Land Use Study (San Pedro and Wilmington)

<https://harborcommunitybenefitfound1.app.box.com/s/rswx5kijnjbhd6li500hoergjxw6r3h>

### **Background: Progress Towards Zero Emissions Trucks, Port Electrification and Port Operations Modernization**

This is a two-prong effort: Electrifying trucks; and implementation of the West Oakland Truck Management Plan (WOTMP). The Port focuses on the Zero Emissions program to achieve air quality benefits, providing public drayage truck charging parking lots. The Port, with multiple partners including maritime tenants and community-based organizations, needs to help deploy zero emissions cargo handling equipment (CHE) and drayage trucks under the U.S. EPA Clean Ports grant partnership. On going efforts are needed to Implement the WOTMP that delivers safety and traffic improvements such as Prescott Greening Project, and other measures in the community as identified in the WOTMP. Additionally, the Port Freight Intelligence Transportation System (FITS) will improve operation of roadways and provide truck-specific regional traveler information. Technology improvements include changeable message signs, camera surveillance, fiber and WiFi communications, a joint traffic management center/emergency operations center, traffic signal enhancements, vehicle and queue detection.

## Topic: Mobile Sources - Strategy #63

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Port</b></p> <p>The Port of Oakland implements a Clean Ship Program to increase the frequency of visits by ships with International Maritime Organization Tier 2 and Tier 3 engines.</p>	<p><b>Lead: Port</b></p> <p>Expand the Port of Oakland’s existing and highly successful shorepower program by adding mobile shorepower outlets, emissions capture, and control barges, and providing shorepower for bulkers.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The Port of Oakland is the second port of call and ship deployment decisions are made by ocean carriers based on Los Angeles /Long Beach port needs.</p> <p>Implementing a Clean Ship Program would reward carriers for something they are already doing. It would be spending money for no additional benefit.</p> <p>Implementation Notes</p> <ul style="list-style-type: none"><li>● leverage coalitions to further advocacy for green corridors (across Community Emissions Reduction Plan (CERP) communities)</li></ul> <p><b>Definitions:</b></p> <p>Shorepower: A vessel’s ability to plug into electrical power while at berth (ship’s place at a dock)</p> <p>“Capture” and “Control” technology: retrofits to vessels or terminals to achieve compliance with CARB’s At Berth Regulation (to reduce emissions at berth)</p> <p>Bulkers: Merchant ship specially designed to transport unpackaged bulk cargo—such as grain, coal, ore, steel coils, and cement</p> <p><b>Background Los Angeles and Long Beach “Green Corridor”</b></p> <p>Port of Los Angeles, Long Beach and Shanghai created a voluntary partnership to accelerate emissions reductions on one of the world’s busiest container shipping routes across the Pacific Ocean in their Green Shipping Corridor Implementation Plan Outline. As</p>	

part of the plan, carrier partners will use reduced or zero lifecycle carbon capable ships by 2025 and together, by 2030, confirm feasibility of deploying the world's first zero lifecycle carbon emission container ships. Additional methods will include expanding the use of shore power and supporting the development of clean marine fueling infrastructure. (Source: [www.portoflosangeles.org](http://www.portoflosangeles.org))

## Topic: Mobile Sources - Strategy #64

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Port</b></p> <p>The Port of Oakland implements a Clean Locomotive Program to increase the number of U.S. EPA Tier 4 compliant locomotives used by the UP, BNSF, and OGRE railways to provide service in and out of the Port of Oakland.</p>	<p><b>Lead: CARB, Port, EPA Region 9 and Air District</b></p> <p>CARB, the Port, EPA Region 9 and the Air District collaborate and coordinate to continue to strengthen CARB's Clean Locomotive Rule.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The strategy is challenging due to the willingness of railroads to transition their locomotives to cleaner technologies. The community can continue to advocate for continued progress on clean locomotive regulations. See also Strategy 65.</p> <p>Implementation notes:</p> <ol style="list-style-type: none"><li>1. create a roundtable with all parties plus Alameda CTC and community to advocate to railroads. Rail forum for West Oakland (abandoned tracks also)</li><li>2. follow Oakland policy related to train "quiet zones" including Downtown Oakland Specific Plan Policy M-1.3 - Train Quiet Zone Study.</li></ol>	

## Topic: Mobile Sources - Strategy #65

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Port</b></p> <p>The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.</p>	<p><b>Lead: Port</b></p> <p>Continue to develop a partnership with the two Port of Oakland rail tenants on grant funding for electric switchers.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The Port continues to try to partner with rail tenants for grant funding.</p>	

## Topic: Further Study Measure - Strategy #FSM-6

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Air District, Port</b></p> <p>The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.</p>	<p><b>Lead: Air District, Port</b></p> <p>The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling. All four public agencies (i.e., Air District, Port, City of Oakland (Mobility Division (truck parking) and Code Enforcement Division) and CARB) provide semi-annual updates on coordination efforts pertaining to enforcement.</p>
<p><b>Proposed Action: Continue Strategy.</b></p> <p><b>Rationale:</b> There will always be a need to coordinate to minimize idling.</p> <p>Implementation Notes</p> <ul style="list-style-type: none"><li>● research appointment systems that are working well and add evaluation of what is working well, what is not working (in coordination with the Port)</li><li>● continue semi-annual enforcement report-outs from public agencies and continue to advocate for joint enforcement initiatives</li></ul>	

## Topic: Land Use - Strategy #21

### Original Strategy

#### **Lead: Air District**

The Air District works with the City and Port of Oakland and other 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 includes: 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, developing land-use restrictions in industrial areas, funding, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.

### DRAFT Revised Strategy

#### **Lead: WOEIP, Port, Air District**

WOEIP, Air District, Port of Oakland, and other partners continue to actively participate in the Sustainable Port Collaborative and in the Community Electrification Workgroup. The Committee's scope expands beyond its current focus on Port electrification to 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, developing land-use restrictions in industrial areas, funding, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.

The Air District continues to offer incentives for eligible zero emissions infrastructure, vehicles, and equipment and these incentives are discussed in the regular Workgroup meetings. The Air District provides feedback and support concerning the Port's other grant-seeking endeavors to electrify and transition to zero-emissions.

#### **Proposed Action: Revise Strategy.**

**Rationale:** In 2023 the Port of Oakland and the community established the Sustainable Port Collaborative (Collaborative). The Air District is a strategic partner in the Collaborative focused on the Port's electrification and zero emissions transition. The Air District will assist the transition process through grant making for enhancing electric power distribution infrastructure, on-port power



generation and power storage to support electric and zero emissions trucks.

Per the partnership agreement established for the Electrification Workgroup, all attendees have a baseline understanding of the issues and the projects underway related to air quality and resiliency. Members of the public may stay informed via the project webpage.

## PART 3 – Other Agency-led Strategies

## #7 Topic: Land Use

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland, Port of Oakland</b></p> <p>The City of Oakland revises business licensing procedures to require current and proposed businesses to disclose truck visits per day and works with Caltrans to determine the number of trucks that park in the Caltrans right-of-way near West Oakland. Caltrans works with WOEIP and the Air District to address air quality issues from truck parking leases, such as by modifying leases to allow for collecting surveys and partnering with the Air District and CARB to allow enforcement access.</p>	<p><b>Lead: Caltrans</b></p> <p>Caltrans determines the number of trucks that park in the Caltrans right-of-way near West Oakland. Caltrans works with WOEIP and the Air District to address air quality issues from truck parking leases, such as by modifying leases to allow for collecting surveys and partnering with the Air District and CARB to allow enforcement access.</p>
<p><b>Proposed Action:</b></p> <ul style="list-style-type: none"><li>● <b>Close out “revise business licensing procedures...” and</b></li><li>● <b>Continue strategy focused on “work with Caltrans...”</b></li></ul> <p><b>Rationale:</b> Regarding closing out the “revise business licensing procedures...” The City did not revise business licensing procedures in Planning Code Amendments for Phase 1 of the General Plan Update because it had questions about what to do with this information if collected. The City is more focused on understanding the types of businesses that generate lots of truck trips vs trips for every business (through the truck-attracting business conditional use permit requirement adopted in Oct. 2023).</p> <p>Change lead to Caltrans and Caltrans works with the City to determine the number of trucks that park in the Caltrans right-of-way.</p>	

## #9 - Topic: Land Use

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland</b></p> <p>The City of Oakland develops a plan to limit the hours that trucks can operate in the community.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close out Strategy.</b></p> <p><b>Rationale:</b> The original strategy was modeled on a Manhattan municipal ordinance that mandates deliveries had to happen between 4-6am. Due to the inability to enforce a limit on truck hours in the community (traffic enforcement is a low priority for Oakland Police Department), and because the original intent of the strategy was to get trucks off of neighborhood streets, the strategy is proposed to be closed out and the CSC is directed to WOCAP Strategy 4 related to relocating heavy industrial businesses outside of West Oakland; WOCAP Strategy 40 traffic calming measures to keep truck traffic off residential streets; and City truck regulations such as 17.103.065 (related to truck intensive industrial activities), 17.114.050 (related to discontinuance of non-conforming truck uses) and 17.134.130 (related to the termination of a truck-related conditional use permit)</p> <p><i>Industrial- and Truck-Related Planning Code Amendments. (adopted in 2023)</i></p> <p><b>17.103.065 Truck- Intensive Industrial Activities</b></p> <p>All industrial businesses that generate truck trips such as manufacturing, warehousing, freight, and recycling businesses, etc. proposed within 500 feet of residential will now be subject to new conditional use permit criteria to help decision makers understand the businesses’ intent to manage truck-related activities (applicants will provide map of truck routes, truck loading and parking areas, etc.) to minimize impacts to nearby community.</p> <p><b>17.114.050 Nonconforming Activity—Discontinuance</b></p> <p>Whenever a non-conforming truck activity discontinues operation, the right to continue the nonconforming use shall expire immediately.</p> <p><b>17.134.130 Termination of a Conditional Use Permit</b></p> <p>If a conditionally permitted truck activity has ceased, or has been suspended, for a consecutive period of six (6) or more months, the</p>	

conditional use permit is null and void.

**State Truck Restriction rules** for reference: <https://dot.ca.gov/programs/traffic-operations/legal-truck-access/legal-basis-truck-restrictions>

*Peak-hour Truck Restrictions:* California does not currently have any truck restrictions during certain hours. State and federal law forbids highway restrictions to truck access except for "safety and engineering" reasons. There is no mention in the law of time limitations. However, a peak-hour truck restriction would hinder trucks from making deliveries and would probably, therefore, be considered a restriction under the law. In order to enact a time restriction, it would seem necessary to validate a safety issue by traffic study.

**Implementation Notes:** Closely follow the City's General Plan Land Use and Transportation Element (LUTE) creation and advocate to get truck-attracting businesses moved out of the neighborhood.

Meet with Michael Ford (OakDOT) - managing the West Oakland Truck Management Plan. Coordinate to identify resources for implementation.

## #13 Topic: Land Use

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland</b></p> <p>The City of Oakland conducts a study regarding development fees for environmental mitigations.</p>	<p>This Strategy is complete.</p>
<p><b>Proposed Action: Completed.</b></p> <p><b>Rationale:</b> The City recently conducted a <a href="#">feasibility analysis</a> related to impact fees and found that increasing fees is not feasible for development at this time. It will be heard at the City's September 2024 Community and Economic Development Committee meeting.</p>	

## #25 Topic: Land Use

### Original Strategy

#### Lead: City of Oakland (Planning)

To address potential changes in local pollution exposure, the City of Oakland works with local community groups to address gentrification and the pricing out of long-term residents caused by gentrification. This effort includes meetings with local community groups and incentives and loans targeted to existing businesses and residents. Funding for this effort is identified as needed.

### DRAFT Revised Strategy

This strategy is proposed to be closed out.

#### Proposed Action: Close Out Strategy.

**Rationale:** The City's new **Housing Element's Goal 1** is "Goal 1. Protect Oakland Residents from Displacement and Prevent Homelessness"... is something to watch and advocate for.

#### There are also some mentions of displacement and gentrification in the EJ Element.

- EJ-7.6 Collaborative Safety Solutions. Collaborate with educational institutions, senior living facilities, community organizations, and other stakeholders, particularly those who reside in EJ Communities, when developing and implementing programs and improvements that increase safety and encourage the use of active transportation modes. Identify and plan for improvements in collaboration with existing neighborhood residents and businesses to address concerns about gentrification and displacement.
- EJ-4.1 Resource Optimization. Coordinate across City departments and with relevant partner agencies including the Oakland Housing Authority, EBMUD, BAAQMD, ABAG, ACPHD, and others, to optimize the use of data, grant monies, incentives, financial resources, staffing, investments, and programs in addressing displacement and tenant protections; sanitary housing and maintenance issues; environmental hazards in homes and neighborhoods; and other concerns related to stable, safe, and sanitary housing.
- EJ-A.38. As part of land use planning efforts, explore the following strategies in partnership with community organizations based in EJ Communities:
  - Corridor revitalization
  - Zoning opportunities to facilitate smaller, "microretail" spaces that are more affordable to new or smaller businesses.

Cultural Districts that showcase, support, and preserve existing cultural identity of retail and commercial services. For example, programs that support restoration of historical Black business districts in West Oakland.

- Neighborhood retail and local business conservation strategies to prevent conversion of existing neighborhood-retail

uses in neighborhoods that would otherwise lose easy access to nearby shops and neighborhood services, including through anti-displacement strategies.

Anti-displacement strategies for artists and creative businesses

The City's Economic and Workforce Development Department is pursuing anti-displacement for businesses projects and the Equitable Climate Action Plan (ECAP) is also working on displacement prevention (see [Climate Equity Progress Storymap](#) and the [ECAP TLU-3](#)).

**Implementation Notes:** Monitor the implementation of these plans/ policies.



## #27 Topic: Land Use

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland</b></p> <p>The City of Oakland and other appropriate local agencies limit fugitive dust from construction activity through better enforcement of existing regulations and permit requirements.</p>	<p>This strategy is complete.</p>
<p><b>Proposed Action: Completed.</b></p> <p><b>Rationale:</b> The City Council adopted the Environmental Justice Element in September 2023 which included a policy to limit fugitive dust.</p> <p>“<b>EJ-1.13 Emissions from Construction Activities.</b> Require projects to implement construction air pollution and greenhouse gas emissions controls and applicable mitigation strategies for all construction sites to the maximum extent feasible. Refer to Best Construction Practices and Best Available Retrofit Control Technology (BARCT) recommended by BAAQMD.”</p> <p>The Air District published a Fugitive Dust White Paper in 2023 that contains mitigation measures and best management practices.</p>	

## #40 Topic: Mobile Sources

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland</b></p> <p>The City of Oakland, consistent with the West Oakland Truck Management Plan, implements, in consultation with West Oakland residents, traffic calming measures to keep truck traffic off residential streets.</p>	<p><b>Lead: City of Oakland (Dept of Transportation)</b></p> <p>No revisions needed</p>
<p><b>Proposed Action: Continue Strategy.</b></p> <p><b>Rationale:</b> OakDOT was originally going to design truck traffic calming measures, in collaboration with residents, as part of the West Oakland Sustainable Transportation Equity Project (STEP) grant from the California Air Resources Board, however this grant has been rescopeed and will no longer include the West Oakland traffic calming measures. OakDOT will find other ways to accomplish this.</p> <p><b>Implementation Notes:</b> Keep aware of housing and truck route conflicts in Land Use and Transportation Element (LUTE) discussions.</p>	

## #46 Topic: Mobile Sources

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: MTC, City of Oakland</b></p> <p>The City of Oakland collaborates with MTC and ACTC to consider a program for extending car sharing to low-income individuals and groups.</p>	<p>This Strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close out Strategy.</b></p> <p><b>Rationale:</b> No progress to report so far. The car share industry is doing very poorly post-COVID and recent pilot projects to offer low-income car sharing in Sacramento have failed after large public subsidies were invested. In addition, OakDOT team is down two staff and has very little capacity to take on new projects. Therefore, it doesn't seem like a good time to pursue this strategy.</p> <p>OakDOT is implementing a pilot program to provide pre-paid debit cards for transit expenses to low-income residents in West Oakland, which you can learn about <a href="#">here</a> and <a href="#">here</a>.</p> <p>Note: Connect with MTC about their <a href="#">Mobility Hubs in Affordable Housing</a> Program for car sharing in affordable housing if this is something WOCAP wants to pursue in the future.</p>	

## #58 Topic: Mobile Sources

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: OUSD, City of Oakland</b></p> <p>The Oakland Unified School District and the City of Oakland, as part of the Safe Routes to Schools Program in West Oakland, begin twice a day street closures next to public schools in West Oakland to keep cars and trucks away from arriving and departing students.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close Out Strategy.</b></p> <p><b>Rationale:</b> The intent of this original was to reduce exposure and idling. It is not feasible to close streets twice per day near public schools and WOCAP/OUSD has not actively looked into this strategy. WOEIP is actively working with OUSD and CARB to install “no idling signs” at schools in Spanish and English. OakDOT will be using STEP grant funds to install these signs in the right-of-way.</p> <p>Additionally, the City has some existing Safe Routes to School Capital Improvement Projects for 2023-2025. Two West Oakland Schools - KIPP Bridge Academy and Yu Ming - are on the list <a href="https://www.oaklandca.gov/projects/2023-2025-safe-routes-to-school-capital-projects">https://www.oaklandca.gov/projects/2023-2025-safe-routes-to-school-capital-projects</a></p> <p>Note: Identify Safe Routes improvements needed around other West Oakland schools and suggest them for future Capital Improvement Projects. Ensure signs are installed.</p>	

## #59 Topic: Mobile Sources

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland, Caltrans</b></p> <p>The City of Oakland increases the frequency of street sweeping to decrease road dust, particularly on streets adjacent to schools, on designated truck routes, and on streets near freeways. The California Department of Transportation increases the frequency of street sweeping along the I-880, I-980, and I-580 freeways. Consideration is given to technology and techniques that avoid re-suspending road dust.</p>	<p><b>Lead: WOEIP</b></p> <p>Study the effectiveness of street sweeping on road dust, and if effective, work with the City of Oakland and Caltrans to increase the frequency of street sweeping on streets adjacent to schools, on designated truck routes, and on streets near freeways and along the I-880, I-980, and I-580 freeways. Consider technology and techniques that avoid re-suspending road dust.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> WOEIP is now launching, with Sonoma Technologies, a Road Dust and Street Sweeping study to determine the effectiveness of sweepers before any effort to increase frequency. WOEIP is now the new lead. They will engage OakDOT and Caltrans as needed in the future for this strategy.</p> <p>Caltrans is working with Sonoma Tech on literature review of street sweeping as well.</p>	

## #74 Topic: Stationary Sources

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Ava Community Energy (formally East Bay Community Energy), PG&amp;E</b></p> <p>The Air District advocates for a plan that East Bay Clean Energy and PG&amp;E are spearheading to replace the Dynegy Power Plant with a cleaner and more reliable source of energy by 2022. The proposed location for this initiative is the Oakland C, Oakland L, Maritime Port of Oakland, and Schnitzer Steel substation pocket, which is located within PG&amp;E's Oakland distribution planning area. Eligible resource types include: (1) in-front-of-the-meter renewable generation; (2) in-front-of-the-meter energy storage, and (3) behind-the-meter energy storage. EBCE is seeking to procure the energy, resource adequacy (RA), and renewable energy credits (RECs) associated with these local resources, while PG&amp;E will focus on meeting Oakland's transmission reliability needs.</p>	<p>This strategy is complete.</p>
<p><b>Proposed Action: Completed.</b></p> <p><b>Rationale:</b> Vistra Energy, a subsidiary of Dynegy (who owned the generation plant) has been doing the upgrade to battery storage for several years. WOEIP and the community participated in the effort to get the upgrades completed. According to the website the project is complete. <a href="https://vistracorp.com/vistra-zero/">https://vistracorp.com/vistra-zero/</a></p>	

## #76 - Topic: Health Programs

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland</b></p> <p>The City of Oakland works with local and agency partners to implement regional and local adoption of the State Department of Public Health's Health in All Policies program.</p>	<p><b>Lead: WOCAP Community Steering Committee</b></p> <p>The WOCAP Community Steering Committee will adopt a Health in All Policies framework to better consider the health benefits and impacts of proposed plans, policies, and programs.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The City has not made any explicit progress on this strategy, so the CSC has decided to revise this strategy and take ownership of it. This is an educational opportunity for the WOCAP CSC. They can learn about Health in All Policies and incorporate the framework into WOCAP guidance documents and principles. All CSC members would be encouraged to apply the "Health in All Policies" framework to their community and/or agency-related work so they can explicitly think about health benefits and impacts of their programs, plans, and policies.</p> <p><b>Implementation Notes:</b> WOCAP will meet with representatives from the State Department of Public Health to craft an approach.</p>	

## #77 - Topic: Health Programs

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland (Planning)</b></p> <p>Consistent with the Healthy Development Guidelines, the City of Oakland implements a project-wide smoking ban in Oakland at new developments.</p>	<p><b>Lead: City of Oakland (Planning), Alameda County Public Health Department</b></p> <p>Consistent with the Healthy Development Guidelines and the Housing Element, the City of Oakland will create an ordinance to prohibit smoking in existing and new multi-unit housing to protect other residents and neighbors from external impacts. The ordinance should consider ways to protect violators from evictions and assist violators in quitting smoking with support from the Alameda County Public Health Department and/or other community health partners.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The housing element calls for a smoking ban.</p> <p><b>Housing Element, Action 5.2.1: Protect against smoke and wildfire.</b> To reduce the impacts of secondhand smoke, the City will explore amendments to the smoking pollution control ordinance to create smoke-free environments within multifamily housing properties.</p> <p>Alameda County adopted a ban in 2022 <a href="https://acphd.org/tobacco-control/smoke-free-multi-unit-housing/">https://acphd.org/tobacco-control/smoke-free-multi-unit-housing/</a></p> <p>Context: Oakland’s <a href="#">current no-smoking policies</a> (Landlords can prohibit smoking in their building, but it is not required by the City to do so)</p> <p><b>Implementation Notes:</b> The City and Alameda County Public Health Department will meet to try and craft language and a program that:</p> <ul style="list-style-type: none"><li>• Identifies county or community health partner resources to support smoking cessation</li><li>• Identifies appropriate enforcement approaches that ensure that this new ordinance doesn’t risk punitive action (e.g., eviction, rent increase, etc.) from the landlord to vulnerable renters</li><li>• Ensures landlords and tenants receive proper notification about the new ordinance and smoking cessation programs available</li></ul>	



## #79 - Topic: Health Programs

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland</b></p> <p>The City of Oakland works with agency and community partners to undertake participatory budgeting with West Oakland community members to allocate local health improvement grants that reduce emissions or exposure to emissions.</p>	<p><b>Lead: City of Oakland (City Administrator’s Office and Finance Department)</b></p> <p>In alignment with General Plan EJ-A.34 and EJ-A.36 the WOCAP and other EJ Priority Community Leaders will advocate that the City of Oakland plan the approach to and begin the participatory budgeting process for EJ community investments, especially ones that reduce emissions or exposure to emissions and protect public health. The City should provide WOCAP and other priority EJ communities with a regular progress report on this strategy.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The original strategy refers to “local health improvement grants” however, WOCAP and the City have never pursued the creation of a local health improvement grant program.</p> <p>The EJ Element does include participatory budgeting policy language</p> <ul style="list-style-type: none"><li>● <b>EJ-8.3</b> Innovative Methods and Creative Strategies. Explore innovative strategies for increasing community involvement in civic processes and ownership of outcomes, tailoring strategies to best reach target audiences. Strategies to explore may include <u>participatory budgeting</u>, participatory action research, providing staff assistance to support community-driven planning and policy efforts, or other approaches that emphasize the active participation of community members most affected by the questions at issue.</li><li>● <b>EJ-A.34.</b> Develop a <u>participatory budgeting process</u> for EJ Community investments and explore expansion into other departments. Related to Housing Element Action 5.2.9. Responsibility: City Administrator’s Office, Department of Finance. Timeframe: Long</li><li>● <b>EJ-A.36.</b> Integrate community-led and community-driven initiatives into City planning processes, such as other General Plan elements, future action and area plans, <u>the Capital Improvement Program (CIP) process, the adopted City budget, bond measures, and other City investments and resource allocations.</u> Responsibility: City Administrator’s Office. Timeframe: Ongoing</li></ul>	

The revised strategy updates this concept to align with the EJ Element.

**Implementation Notes:** CSC should follow up with the City to get annual updates on this strategy's implementation in addition to receiving the City's Bi-annual (every two years) progress report on the EJ Element.

## #82 - Topic: Health Programs

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: OEHHA</b></p> <p>The California Office of Environmental Health Hazard Assessment, in partnership with the Steering Committee, the City of Oakland, CARB, and the Air District, studies setting a limit on West Oakland's cumulative exposure to TACs.</p>	<p><b>Lead: CARB, OEHHA</b></p> <p>Advocate for expanded basic research on health impacts of PM2.5 exposure and add basic research on NOx, SOx, and Toxic Air Contaminants (TACs). Notify Air District and the WOCAP CSC when there are open calls for suggesting new research topics and help the CSC with understanding the research concept solicitation process. Provide updates, as requested by the CSC, on future research projects that address cumulative impacts.</p>
<p><b>Proposed Action: Revise Strategy.</b></p> <p><b>Rationale:</b> The revision will shift the lead implementer to CARB and align with the Path to Clean Air Health Action 6.1. OEHHA will still be on as a supporting partner agency. The revised language calls for expanded research on the health impacts of PM2.5, NOx, SOx, and TACs and additional, general research on cumulative impacts.</p>	

## #84 - Topic: Health Programs

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Alameda County Dept of Public Health</b></p> <p>The Alameda County Public Health Department expands its Asthma Management programs.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close out Strategy.</b></p> <p><b>Rationale:</b> Reducing and mitigating the health impacts of air pollution is core to the goals of the WOCAP. It is important that these county programs continue and expand, especially in West Oakland neighborhoods. ACPHD's Asthma Start program began expanding to include adults on Medi-Cal as well as serving children under 18. Asthma Start has also added light housing remediation as part of Cal-AIM and is working with the Air District in the Bay Area Healthy Housing Initiative.</p> <p>Note: Get updates from ACPHD as needed</p>	

## #85 - Topic: Health Programs

### Original Strategy

#### **Lead: City of Oakland, Alameda County Public Health Department**

The City of Oakland works with Alameda County Public Health Department to improve access to medical services within West Oakland. This work expands existing programs such as:

- (1) Child Health and Disability Prevention Program free health check-ups for infants through teens;
- (2) Asthma Management at schools;
- (3) Building Blocks for Health Equity which works to correct inequity in health outcomes for children;
- (4) Urban Male Health Initiative which is charged with reducing the premature mortality of men and boys in Alameda County; and,
- (5) Alameda County Health Improvement Plan to develop and implement a five-year county plan to improve health and achieve health equity.

### DRAFT Revised Strategy

#### **Lead: Alameda County Public Health Department and West Oakland Health Center**

The Alameda County Public Health Department, West Oakland Health Council, and other community health providers in West Oakland increase marketing and education to ensure West Oakland residents know about and utilize existing health programs.

#### **Proposed Action: Revise Strategy.**

**Rationale:** The core goal of this strategy is to improve access to health care services in West Oakland. The numbered lists in the original strategy provide examples of health services, however the list is outdated. Our revised strategy will omit the list, since the health programs may change over time. For informational purposes, this is the updated list of improved access to medical and health services in West Oakland:

- ACPHD contracts with West Oakland Health Center to provide vaccination and connect patients to primary care;
- ACPHD partners with Serenity House to hold Wellness Clinics monthly to provide COVID, MPOX and flu vaccines along with

screening for blood pressure, diabetes and HIV;

- ACPHD Family Health Services Division: perinatal health initiatives to reduce Black infant and maternal mortality; case management, home visiting, and resource linkage to promote child and family health; support program for fathers; and,
- ACPHD Community Health Improvement Plan: developing and implementing a five-year plan to improve community health in three key priority areas (access to health care, economic security & opportunities, and promoting peaceful families & communities).

The Environmental Justice Element calls for additional healthcare facilities. Therefore, #85 can be considered “in progress”.

- EJ Element: ***EJ-6.3 Healthcare Facilities.** As part of long-range planning efforts, ensure appropriate land use designations and zoning to facilitate additional healthcare facilities in areas without sufficient access, as shown in Figure EJ-21.*

**Implementation Notes:** ACPHD recommends that one or more WOCAP representatives should participate in the CHIP access health care workgroup to lift up Strategy 85 and to lift up the issue of air pollution and environmental justice.

## #86 - Topic: Health Programs

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: Alameda County Dept of Public Health</b></p> <p>The Alameda County Public Health Department works with agency and local partners to investigate the use of green building approaches in housing construction and renovation that will reduce emissions and exposure to air pollution emissions. This work examines weatherization/energy efficiency and renewable energy services. This work draws from the Contra Costa County Health Department's pilot effort in cooperation with the Regional Asthma Management Program.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close out Strategy.</b></p> <p><b>Rationale:</b> The City has pursued a number of efforts over the years that will “reduce emissions and exposure to air pollution”:</p> <ul style="list-style-type: none"><li>● Environmental Justice Element policy for upgrades to existing properties occupied by low-income individuals:<ul style="list-style-type: none"><li>○ <b>EJ-4.2 Supplemental Funding Sources for Building Rehabilitation.</b> Place a high priority on identifying supplemental funding sources/resources for retrofit, rehabilitation, and upgrade projects that address health and safety in housing occupied by low-income renters and homeowners, including air quality improvements. Supplemental funding sources could include loans and grants available from the California Strategic Growth Council, CalEPA, CARB, and other entities.</li></ul></li><li>● The updated <a href="#">Standard Conditions of Approval</a> includes a variety of health protective measures for developments near busy roadways, freeways, and other stationary pollution sources.</li><li>● <a href="#">ECAP Consistency Checklist</a> assesses whether a development project is consistent with the City of Oakland ECAP and the City of Oakland’s greenhouse gas (GHG) emissions reduction target. It includes a variety of measures that further the goals in original strategy 86.</li><li>● See <a href="#">Planning Commission annual reporting</a></li><li>● Additional reporting on <a href="#">housing and general plan housing commitments</a>:</li><li>● WOCAP Strategy 75 already addresses air filtration</li></ul> <p><b>Note:</b> The Steering Committee should track the implementation of the EJ Element, ECAP, and Standard Conditions of Approval</p>	

## #88 - Topic: Health Programs

Original Strategy	DRAFT Revised Strategy
<p><b>Lead: City of Oakland (Sustainability)</b></p> <p>The City of Oakland studies revising standard conditions of approval and/or similar requirements for large projects to require "opt-up" to East Bay Community Energy's Brilliant 100 carbon-free electricity supply.</p>	<p>This strategy is proposed to be closed out.</p>
<p><b>Proposed Action: Close out Strategy.</b></p> <p><b>Rationale:</b> The City revised the <a href="#">Standard Conditions of Approval</a> shortly after the ECAP was adopted. That was the same time as adopting the related <a href="#">ECAP Consistency Checklist</a>. It is not specified that ALL major projects had to opt up, but all cannabis operations are required to do so.</p> <p>There's a related item (Informational Report) going before Council later this summer that will enable the Council to discuss compelling more Oakland customers to opt up.</p> <p>The Brilliant 100 option was eliminated a year or so ago because it wasn't cost-effective, so now there's just Bright Choice and Renewable 100.</p> <p>Note: The CSC should monitor the ECAP implementation.</p>	