



COMMUNITY EQUITY, HEALTH AND JUSTICE COMMITTEE

COMMITTEE MEMBERS

BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

DAVINA HURT – CO-CHAIR  
NATE MILEY – VICE CHAIR  
RICH CONSTANTINE  
CAROLE GROOM  
LORI WILSON

TYRONE JUE – CO-CHAIR  
JOHN BAUTERS  
JOHN GIOIA  
BRAD WAGENKNECHT  
SHAMANN WALTON

**THIS MEETING WILL BE CONDUCTED UNDER PROCEDURES AUTHORIZED BY  
ASSEMBLY BILL 361**

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SURE YOUR APPLICATION IS UP TO DATE**

**THURSDAY  
NOVEMBER 4, 2021  
9:30 A.M.**

## **AGENDA**

**1. CALL TO ORDER - ROLL CALL**

**PLEDGE OF ALLEGIANCE**

**PUBLIC MEETING PROCEDURE**

*The Committee Co-Chairs shall call the meeting to order, and the Clerk of the Boards shall take roll of the Committee members.*

***Public Comment on Agenda Items** The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on matters on the agenda for the meeting, will have three minutes each to address the Committee. No speaker who has already spoken on that item will be entitled to speak to that item again.*

**Staff/Phone (415) 749-**

**CONSENT CALENDAR (ITEM 2)**

**2. APPROVAL OF THE MINUTES OF OCTOBER 7, 2021**

**Clerk of the Boards/5073**

*The Committee will consider approving the attached draft minutes of the Community Equity, Health and Justice Committee meeting of October 7, 2021.*

**END OF CONSENT CALENDAR**

**REGULAR AGENDA (ITEMS 3-5)**

**3. COMMUNITY PERSPECTIVES**

**V. Eady/4646**  
[veady@baaqmd.gov](mailto:veady@baaqmd.gov)

*The Committee will receive a presentation from members of the North Richmond Resident Leadership Team, Angela Dowell, Leticia Chavez, and Johana Gurdian, who will discuss their work as part of the group and the development of the Quality-of-Life-Plan.*

**4. RULE DEVELOPMENT PROCESS IMPROVEMENTS: SOURCE  
PRIORITIZATION**

**E. Yura/8421**  
[eyura@baaqmd.gov](mailto:eyura@baaqmd.gov)

*Staff will provide an overview of a proposed Prioritization Process for Air District source evaluations and rulemaking projects.*

5. **SLATE OF RECOMMENDED CANDIDATES FOR THE COMMUNITY ADVISORY COUNCIL**  
V. Eady/4646  
[veady@baaqmd.gov](mailto:veady@baaqmd.gov)

*Staff requests the Committee to review and approve the final recommended slate of fifteen Community Advisory Council candidates; and recommend this slate of candidates to the Board of Directors.*

6. **ANNUAL PROGRESS REPORT ON OWNING OUR AIR: THE WEST OAKLAND COMMUNITY ACTION PLAN (WOCAP)**  
G. Nudd/4786  
[gnudd@baaqmd.gov](mailto:gnudd@baaqmd.gov)

*Staff and representatives of West Oakland Environmental Indicators Project will present a progress report on Owning Our Air: The West Oakland Community Action Plan (WOCAP) implementation activities conducted in 2021.*

**END OF REGULAR AGENDA**

7. **PUBLIC COMMENT ON NON-AGENDA MATTERS**

*Members of the public who wish to speak on matters not on the agenda for the meeting, will have three minutes each to address the Committee.*

8. **COMMITTEE MEMBER COMMENTS**

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

9. **TIME AND PLACE OF NEXT MEETING**

*Thursday, December 2, 2021, at 9:30 a.m., via webcast, pursuant to procedures in accordance with Assembly Bill 361.*

10. **ADJOURNMENT**

*The Committee meeting shall be adjourned by the Committee Co-Chairs.*

**CONTACT:**

**MANAGER, EXECUTIVE OPERATIONS**  
**375 BEALE STREET, SAN FRANCISCO, CA 94105**  
[vjohnson@baaqmd.gov](mailto:vjohnson@baaqmd.gov)

**(415) 749-4941**  
**FAX: (415) 928-8560**  
**BAAQMD homepage:**  
[www.baaqmd.gov](http://www.baaqmd.gov)

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

**Accessibility and Non-Discrimination Policy**

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

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

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

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

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Terri Levels, at (415) 749-4667 or by email at [tlevels@baaqmd.gov](mailto:tlevels@baaqmd.gov).

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

**EXECUTIVE OFFICE:  
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

**NOVEMBER 2021**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
Board of Directors Meeting	Wednesday	3	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Community Equity, Health and Justice Committee	Thursday	4	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Advisory Council Meeting	Monday	8	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Stationary Source and Climate Impacts Committee	Monday	15	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Nominating Committee	Wednesday	17	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Special Meeting	Wednesday	17	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Administration Committee	Wednesday	17	11:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Legislative Committee - CANCELLED	Wednesday	17	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee – CANCELLED AND RESCHEDULED TO MONDAY, DECEMBER 6, 2021, AT 1:00PM	Thursday	25	9:30 a.m.	Webcast only pursuant to Assembly Bill 361

## **DECEMBER 2021**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
Board of Directors Meeting	Wednesday	1	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Community Equity, Health and Justice Committee	Thursday	2	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee	Monday	6	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Technology Implementation Office Steering Committee	Thursday	9	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Advisory Council Meeting	Monday	13	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Special Meeting	Wednesday	15	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Administration Committee	Wednesday	15	11:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Legislative Committee	Wednesday	15	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Stationary Source and Climate Impacts Committee	Monday	20	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee – CANCELLED AND RESCHEDULED TO MONDAY, DECEMBER 6, 2021, AT 1:00PM	Thursday	23	9:30 a.m.	Webcast only pursuant to Assembly Bill 361

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairpersons Davina Hurt and Tyrone Jue, and Members  
of the Community Equity, Health and Justice Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 1, 2021

Re: Approval of the Minutes of October 7, 2021

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**RECOMMENDED ACTION**

Approve the attached draft minutes of the Community Equity, Health and Justice Committee (Committee) meeting of October 7, 2021.

**DISCUSSION**

Attached for your review and approval are the draft minutes of the Committee meeting of October 7, 2021.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the Committee Meeting of October 7, 2021

## AGENDA: 2A – ATTACHMENT

Draft Minutes – Community Equity, Health and Justice Committee Meeting of October 7, 2021

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

### DRAFT MINUTES

Summary of Board of Directors  
Community Equity, Health and Justice Committee Meeting  
Thursday, October 7, 2021

**This meeting was conducted under procedures in accordance with Government Code Section 54593. Members of the Committee participated by teleconference.**

#### 1. CALL TO ORDER – ROLL CALL

Community Equity, Health and Justice Committee (Committee) Co-Chairperson, Davina Hurt, called the meeting to order at 9:33 a.m.

Present: Co-Chairpersons Davina Hurt and Tyrone Jue; and Directors John Bauters, Rich Constantine, John Gioia, Carole Groom, Brad Wagenknecht, and Lori Wilson.

Absent: Vice Chairperson Nate Miley; and Director Shamann Walton.

Also Present: None.

#### 2. APPROVAL OF THE MINUTES OF SEPTEMBER 2, 2021

##### Public Comments

No requests received.

##### Committee Comments

None.

##### Committee Action

Director Gioia made a motion, seconded by Director Constantine, to **approve** the Minutes of September 2, 2021; and the motion carried by the following vote of the Committee:

AYES: Constantine, Gioia, Groom, Hurt, Jue, Wagenknecht, Wilson.  
NOES: None.  
ABSTAIN: Bauters.  
ABSENT: Miley, Walton.



### **3. COMMUNITY PERSPECTIVES**

Committee Co-Chair Hurt introduced Mykela Patton, an East Oakland Youth Organizer for Communities for a Better Environment (CBE). Ms. Patton discussed her work with Communities for a Better Environment to support Assembly Bill 617 (Community Health Protection) goals, and also described her family history, academic endeavors, and observations as a female African American environmental justice activist living in Oakland.

#### Public Comments

No requests received.

#### Committee Comments

The Committee and staff discussed the importance of providing access to healthy, sustainable, long-term options to those in disadvantaged communities, beyond closing windows on polluted air.

#### Committee Action

None; receive and file.

### **4. TRANSPARENT AND EQUITABLE FUNDING PROJECT**

Greg Nudd, Deputy Air Pollution Control Officer of Policy, gave the staff presentation *Transparent & Equitable Funding Project*, including: requested action; outline; transparent and equitable funding project; community request; funding distribution (expenditures); Air District expenditures, Fiscal Year Ending 2020; advancing transparency and equity in funding; define equity objectives; improve data collection; communicate funding opportunities; implement best practices; next steps; and feedback requested.

#### Public Comments

No requests received.

#### Committee Comments

The Board and staff discussed whether the demographics of the participants in the Clean Cars for All Program match the grant's intended targeted audience; expenditures paid to locations outside the Bay Area; and the ratio of incentive funding for individuals versus businesses.

#### Committee Action

None; receive and file.

**5. DISCUSSION ON PROCESS OF FILLING VACANT SEATS FOR THE PATH TO CLEAN AIR COMMUNITY STEERING COMMITTEE**

Veronica Eady, Senior Deputy Executive Officer of Policy & Equity, gave the staff presentation *Discussion on Process of Filling Vacant Seats for the Path to Clean Air Community Steering Committee*, including: requested action; outline; background; need for filling vacant seats; composition of Path to Clean Air Community Steering Committee; geographic representation of Steering Committee compared to total population in preliminary Community Emissions Reduction Plan (CERP) boundary; racial/ethnic composition of Steering Committee compared to preliminary CERP boundary; current sectors represented on the Steering Committee; composition of existing applicant pool; geographic representation; racial/ethnic composition; Steering Committee recommendations; and feedback requested.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed concerns about overrepresentation of sectors/designations selected by current Steering Committee members, and the intended use of the sectors/designations by Air District staff; consideration of possible target audiences when opening the recruitment to fill the vacancies, how much to revise the application, and whether to ask prior applicants and current Steering Committee members to complete revised portions of the application; the reason for vacancies occurring on the Steering Committee and how to avoid this in the future; the need to appoint extra reserve members to the Steering Committee; and the status of recruitment outreach.

Committee Action

None; receive and file.

**6. PUBLIC COMMENT ON NON-AGENDA MATTERS**

No requests received.

**7. COMMITTEE MEMBER COMMENTS**

Chair Hurt reported the following:

- The recruitment for the Air District’s first Community Advisory Council yielded 40 potential candidates, and those appointed will hopefully be seated in November 2021.
- The Board members will receive training on the link between structural racism and environmental injustice during the October 20<sup>th</sup> Board meeting.

**8. TIME AND PLACE OF NEXT MEETING**

Thursday, November 4, 2021, at 9:30 a.m., via webcast, pursuant to procedures in accordance with Assembly Bill 361.

**9. ADJOURNMENT**

The meeting adjourned at 10:46 a.m.

Marcy Hiratzka  
Clerk of the Boards

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairpersons Davina Hurt and Tyrone Jue, and Members  
of the Community Equity, Health and Justice Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 1, 2021

Re: Community Perspectives

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**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

The Community Equity, Health and Justice Committee provides local and regional community environmental justice advocates and local leaders a platform to present and share their expertise and/or lived experiences. Specific subjects/topics will vary based upon each community perspective member's unique experience.

The North Richmond Resident Leadership Team (RLT) is a group of residents who represent an organized voice in North Richmond. RLT was created to organize and voice the aspirations and concerns of the North Richmond community for the creations and development of the Quality-of-Life Plan (Plan). The Plan is a practical roadmap for the implementation of future development in the neighborhood. The Plan process was initiated when community members learned that the Housing Authority of the County of Contra Costa sought to redevelop the historical affordable housing project, Las Deltas, which sits in the heart of the community. While this is an opportunity for improving the living conditions of the unincorporated neighborhood, residents are acutely aware of the threat of gentrification and displacement as the result of improvements to the area.

The Resident Leadership Team has organized several research meetings to learn about a variety of issues. Regional experts joined multiple planning sessions to present on best practice models, such as cooperative business development, equity-based community development efforts, and models for community benefit agreements. The group is supported administratively by Healthy Richmond and Richmond Neighborhood Housing Services.

**DISCUSSION**

North Richmond Resident Leadership Team members, Angela Dowell, Leticia Chavez, and Johana Gurdian will discuss their work as part of the group. Upon the group's inception, initial areas of focus included housing, youth and education, business opportunities and safety. As the group has evolved, the defining characteristics of quality of life have also evolved. As part of its Quality-of-Life Plan, the group will also discuss everyone's right to breathe clean air.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: J. Howard, Azibuike Akaba  
Reviewed by: Veronica Eady

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairpersons Davina Hurt and Tyrone Jue, and Members  
of the Community Equity, Health and Justice Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 1, 2021

Re: Rule Development Process Improvements: Source Prioritization

**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

The Bay Area Air Quality Management District recognizes that changes need to be made to the rule development process to improve transparency with the Board of Directors (Board), advocates, and the regulated community. Changes also need to be made to ensure a more predictable and regular rule development schedule.

In response to these needed changes, staff proposed several strategic actions at the Stationary Source and Climate Impacts Committee Meeting on June 21, 2021. These actions included developing detailed white papers before initiating the rulemaking process and creating a more transparent process for prioritizing rulemaking efforts.

**DISCUSSION**

Since the June 2021 Stationary Source and Climate Impacts Committee Meeting, staff continued to develop the white paper concept, and further developed a framework for prioritizing potential source evaluations and rulemaking efforts. At this meeting, staff will further discuss the white paper process, and a proposed Source Prioritization Framework, which will both aid in increasing transparency and certainty within the source evaluation and rulemaking process.

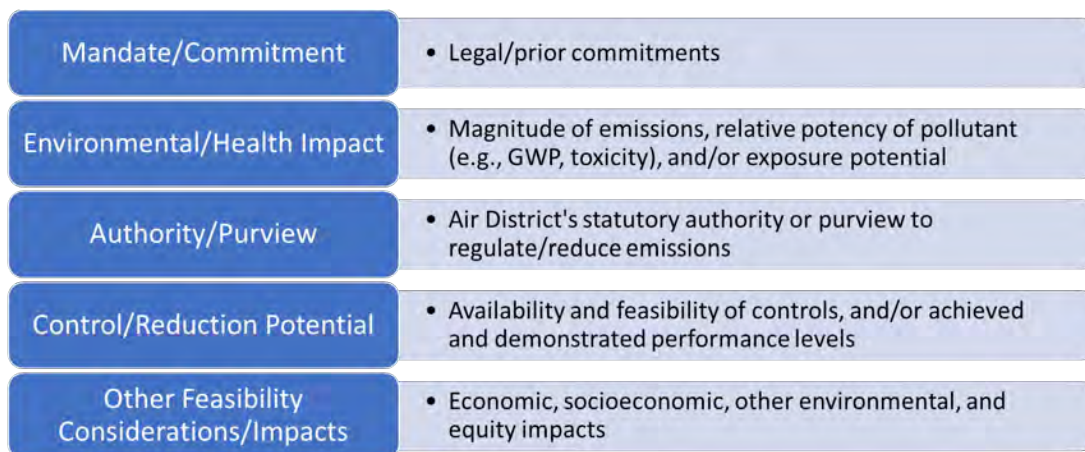
***White Paper Process***

Substantial technical analysis should be conducted prior to beginning a rule development effort. Past Air District practice was to do this work in the development of the Clean Air Plan. But that model hasn't been sufficiently agile to adjust to changing conditions. This is especially true as the Bay Area leads in new, innovative regulatory approaches to address issues like climate and environmental justice. Staff is proposing to begin source or rule evaluations with a white paper that will front load the technical analysis needed to better indicate the best path forward for achieving emissions reductions from a specified source. It is expected that white papers would sometimes result in new or amended rule making projects or may instead point to different policy

interventions such as targeted incentives, policy development, new enforcement strategies, or partnership agreements. These white papers would be completed in an abbreviated timeframe (3-6 months), and the results shared with the public and the Board to receive direction on the proposed path forward and next few milestones. By front loading the technical analysis and sharing that information earlier in the source evaluation process, staff anticipates more certainty in the chosen path forward and therefore a better ability to meet near term deadlines. In addition, this will also reduce the long intervals between updates to the Board, which typically occur when waiting for various aspects of technical analyses to be completed.

***Source Prioritization Framework***

Previously, Air District staff relied on the Clean Air Plan to provide priorities for source evaluations and rulemaking. However, there is now a need for a more frequent and nimbler process that can incorporate community priorities, such as the measures included in Assembly Bill (AB) 617 Community Emission Reduction Plans (CERPs). To address this need, staff is developing the Source Prioritization Framework to prioritize the long list of sources and rules currently identified as needing further research and/or development. This framework was born out of the multi-divisional work being done for the AB 617 Richmond-North Richmond-San Pablo CERP, and began with a list of prioritization factors, shown below, that will guide the selection of priorities. For deciding which factors are “key”, or weighted more heavily throughout the process, staff is proposing to lead with health, and to also place importance on meeting legal mandates and previous commitments.



**Figure 1.** Proposed Prioritization Factors

Staff is expecting to discuss the Source Prioritization Framework with the Community, Equity, Health and Justice Committee later this year, and will then finalize the proposed Framework. Staff then expects to discuss the use of the Framework and the priorities that emerge in front of the Board early next year.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Elizabeth Yura  
Reviewed by: Greg Nudd



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairpersons Davina Hurt and Tyrone Jue, and Members of the Community Equity, Health and Justice Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 1, 2021

Re: Slate of Recommended Candidates for the Community Advisory Council

**RECOMMENDED ACTION**

Staff respectfully requests the Community Equity, Health and Justice (CEHJ) Committee to:

- 1) Review and approve the final slate of fifteen Community Advisory Council candidates; and
- 2) Recommend this slate of candidates to the Board of Directors for its review and approval.

**BACKGROUND**

The Air District has proposed the creation of a Community Advisory Council, composed of community advocates, to provide input on key Air District projects.

*Characteristics of Community Advisory Councilmembers*

In June 2021, staff presented an overview of community feedback on the formation of the Community Advisory Council and sought input from the Board of Directors. During public meetings facilitated by Board members, community members provided feedback on the ideal characteristics of candidates. Drawing from that feedback, Community Advisory Council members should include people:

- Who reflect the diverse demographics of the Bay Area regarding age, race and languages spoken;
- With generational history and experience living in communities heavily impacted by air pollution;
- With a diversity of relevant experience – including environmental justice, technical expertise, health, and Air District functions (or knowledge of the Air District and our work); and
- With access to other people who have a range of relevant knowledge and technical experience (that could help inform the Community Advisory Council).

*Composition of the Community Advisory Council*

At the July 1, 2021, CEHJ Committee meeting, Committee Co-Chairs Hurt and Jue, together with Air District staff, shared a potential composition of the Community Advisory Council informed by CalEnviroScreen 4.0 data. With CEHJ Committee input, it was determined that the Community Advisory Council should be composed of 15 seats, as follows:

<b>County</b>	<b>Number of Seats</b>
Alameda	4 seats
Contra Costa	4 seats
San Francisco	1 seat
San Mateo	1 seat
Santa Clara	2 seats
Solano	1 seat
At Large	2 seats
<b>Total</b>	<b>15 seats</b>

The CEHJ Committee also determined that the At Large seats be reserved for community members with expertise in episodic events, like wildfires, or issues that are specific to the North Bay.

*Application for the Community Advisory Council/Call for Applicants*

At the May and June 2021 Community Convenings, hosted by Directors Hurt and Jue, the Air District received input on the proposed application for the Community Advisory Council. Staff considered this input and the application asked a variety of questions, including:

- Do you speak a language other than English at home?
- Please state your reasons for wanting to serve on the Air District’s Community Advisory Council. Please share how/why you feel you can represent the community where you live or work. If you are able, we invite you to share your history with the community, including when you or your family may have moved to the area or began working in the area (generational history in the community)
- Do you, or someone in your household, experience health conditions that can be impacted by poor air quality?
- Please share your experience working with communities in the Bay Area. If applicable, share the organization(s) and/or groups you worked with, location or community and the length of time
- Briefly state your experience with and/or interest in air quality, environmental justice and social equity, climate change, community outreach or other closely related fields

The application period opened on July 29, 2021. Air District staff posted the call for applications to social media channels, including Twitter, Facebook, and LinkedIn. Board members also shared the application and social media posts with their constituents. In addition, staff sent a web eblast to community members and stakeholders on August 2, 2021. Over 2,400 individuals received the email. The application closed in early September.

## DISCUSSION

### *Applicant Demographics*

The Air District received 148 applications to the Community Advisory Council. Applicants represented a diversity of place and demographics. The Air District received applications for the following geographic locations:

<b>County</b>	<b>Number of Seats</b>	<b>Applicants</b>
Alameda	4 seats	47
Contra Costa	4 seats	48
San Francisco	1 seat	31
San Mateo	1 seat	10
Santa Clara	2 seats	23
Solano	1 seat	12
Marin	2 seats	2
Napa		3
Sonoma		6
<b>Total</b>	<b>15 seats</b>	

Of the applicants, 92 (62%) identified as female, while 55 (37%) identified as male and one applicant identified as non-binary/third gender. Applicants represented a diversity of age groups:

<b>Age Range</b>	<b>Applicants</b>
12-17	2
18-24	7
25-34	18
35-44	39
45-54	32
55-64	21
65-74	23
75+	6

In addition, applicants were ethnically diverse:

<b>Ethnicity</b>	<b>Applicants</b>
Asian	11
Black/African American	31
Hispanic/Latinx	50
Native American	6
Pacific Islander	4
White/Caucasian	50
I prefer not to say	1
I prefer to self-identify	9

Of applicants, 58 (39%) said they speak a language other than English at home, while 88 (59%) said they do not speak a language other than English at home. Additionally, 98 (66%) applicants answered, ‘Yes’ to the question, “Do you, or someone in your household, experience health conditions that can be impacted by poor air quality?”

### *Application Review Process*

An application review panel first screened the application. Based on guidance from CEHJ, the review panel consisted of one community member, one staff person from the California Air Resources Board, and one Air District staff person. These panelists scored applications on a 1 (Strongly Disagree) to 7 (Strongly Agree) scale. The review panel reviewed applicants collectively by the County each applicant sought to represent on the Council. For applicants who designated more than one county, the review panel scored the application separately for each eligible county represent. Per the CEHJ, the review panel was asked to consider applicants in Marin, Napa, and Sonoma counties for the At Large seats. After thoughtful review of applicants, the panelists recommended 29 candidates advance to interviews. Two candidates applied for consideration in more than one county. The review panel thus considered and ranked those candidates for more than one county.

### *Interviews*

Staff developed interview questions with feedback and input from the CEJH Co-Chairs and from the interview panel. Staff then shared those questions with all the interviewees in advance of the interview. Those interview questions were as follows:

- What air quality, environmental health and/or environmental justice issues are you most passionate about and please talk about what strengths, skills and/or experience you will bring to impact the environmental justice issues that would come before the Council.
- What do you propose the Air District do to further equity and environmental justice? What are your expectations in how the Community Advisory Council can help move the Air District in this direction?

Due to the volume of candidates, Air District staff coordinated with candidates over several days in mid-October to record each interview over Zoom. Candidates had ten (10) minutes to respond to the questions. Though Air District staff were available in the virtual room to address any technical issues, to ensure fairness, Air District staff did not insert themselves in the interview process by asking candidates any follow-up questions or engaging in any other substantive way. Staff transferred recordings of the interviews to the interview review panel to review and score at their own pace and in their own time. The interview panel scored candidates on a 1 to 7 scale with 1 representing a low score and 7 representing a high score.

*Interview Review Panel and Co-Chair Review*

Based on guidance from the CEHJ Committee, the Interview Review Panel consisted of three (3) Air District Board of Directors and one (1) community member. After thoughtful review of the interviews, the interview review panel recommended 15 candidates for Air District’s Community Advisory Council. The Co-Chairs of the CEHJ Committee reviewed this list of recommendations. That list is as follows:

#	First Name	Last Name	Seat for Consideration
1	Ms. Margaret	Gordon	Alameda
2	Hana	Mendoza	Alameda
3	Joy	Massey	Alameda
4	Charles	Reed	Alameda
5	William	Goodwin	Contra Costa
6	Latasha	Washington	Contra Costa
7	Jeff	Ritterman	Contra Costa
8	Fernando	Campos	Contra Costa
9	Arieann	Harrison	San Francisco
10	Juan	Aguilera	San Mateo
11	Fagamalama Violet	Saena	Santa Clara
12	Mayra	Pelagio	Santa Clara
13	Ken	Szutu	Solano
14	John	Jefferson	At Large
15	Rio	Molina	At Large

*Demographics of the Selected Slate of Candidates*

The following is the demographics of the selected candidates:

Gender	Candidates
Male	8
Female	7

Ethnicity	Candidates
Asian	2
Black/African American	8
Hispanic/Latinx	4
Native American	0
Pacific Islander	1
White/Caucasian	1

Age	Candidates
12-17	0
18-24	0
25-34	3
35-44	2
45-54	4
55-64	3
65-74	3
75+	0

Air District staff is continuing to coordinate with the Co-Chairs of the CEHJ to consider adding a youth seat on the Council and developing a process for identifying alternate candidates in the case of attrition, along with a process for appointing future Community Advisory Council members. The Air District may continue to consider applicants from this process for any potential youth or alternate seats.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristen Law, Sonam Shah-Paul and Tim Williams  
Reviewed by: Veronica Eady and Suma Peesapati

Attachment 5A: List of All Applicants for the Community Advisory Council Recruitment

First Name	Last Name	City	State	Which County is the community you represent located in? (Select all that apply):	Gender	Age	Ethnicity	If you answered "yes"
Regina	Thompson	Fairfield	CA	Solano;	Female	55-64	Black/African American;	
Natalie	Wells	San Jose	CA	Santa Clara;	Female	35-44	Hispanic/Latinx;Native American;	
Andra	Anderson	Half Moon Bay	CA	San Mateo;	Female	65-74	White/Caucasian;	
Mike	Kirker	Crockett	CA	Contra Costa;	Male	55-64	I prefer not to say;	
Nancy	Piotrowski	Vallejo	CA	Solano;	Female	55-64	I prefer to self-identify;	
Norma	Anderson	Pleasanton	CA	Alameda;	Female	65-74	White/Caucasian;	
Quanah	Brightman	Richmond	CA	Contra Costa;	Male	35-44	Native American;	Lakota
jim	hite	Richmond	CA	Contra Costa;	Male	65-74	White/Caucasian;	
Jack	Weir	Pleasant Hill	CA	Contra Costa;	Male	75 years old or older	White/Caucasian;	
Pamela	Drake	Oakland	CA	Alameda;	Female	65-74	I prefer to self-identify;	
Seth	Franklin	Albany	CA	Alameda;	Male	35-44	White/Caucasian;	
Tina	Broder	Oakland	CA	Alameda;	Female	35-44	White/Caucasian;	
Marc	Bautista	Benicia	CA	Solano;	Male	45-54	Asian;	
NORMA ISABEL	MORALES RANGEL	Pittsburg	CA	Contra Costa;	Female	45-54	Hispanic/Latinx;	Spanish
<b>Carolina</b>	<b>Archundia MOrales</b>	<b>Pittsburg</b>	<b>CA</b>	<b>Contra Costa;</b>	<b>Female</b>	<b>12-17</b>	<b>Hispanic/Latinx;</b>	<b>Spanish</b>
Joseph	Yumang	Fairfield	CA	Solano;	Male	35-44	Pacific Islander;	
Musa	Kannike	Berkeley	CA	Alameda;	Male	35-44	Black/African American;	
Marthea	Alley-Caliz	Alameda	CA	Alameda;	Female	45-54	Black/African American;	
kim	chng	Oakland	CA	Alameda;	Female	75 years old or older	Asian;	
Woodrow	Shiflett	Vallejo	CA	Solano;	Male	65-74	White/Caucasian;	French
Christopher	Traughber	Oakland	CA	Alameda;	Male	25-34	I prefer to self-identify;	Spanish
Andrew	Middleton	Oakland	CA	Alameda;	Male	25-34	White/Caucasian;	
Hana	Mendoza	Oakland	CA	Alameda;	Female	55-64	Asian;Black/African American;	
Emily	Mendoza	Richmond	CA	Contra Costa;	Female	35-44	Hispanic/Latinx;	
John	Jefferson	San Francisco	CA	Alameda;San Francisco;Contra Costa;Marin;Napa;San Mateo;Santa Clara;Solano;Sonoma;	Male	45-54	Black/African American;	
Charles	Reed	Oakland	CA	Alameda;	Male	55-64	Black/African American;	
Ms.Margaret	Gordon	Oakland	CA	Alameda;	Female	65-74	Black/African American;	
Latasha	Washington	Richmond	CA	Contra Costa;	Female	35-44	Black/African American;	
<b>Sarah</b>	<b>Buttitta</b>	<b>Los Gatos</b>	<b>CA</b>	<b>Santa Clara;</b>	<b>Female</b>	<b>18-24</b>	<b>White/Caucasian;</b>	
David	Libby	Orinda	CA	Contra Costa;	Male	45-54	White/Caucasian;	
Liesa	Houdashelt	Fairfield	CA	Solano;	Female	65-74	White/Caucasian;	
ritchie	cook	Richmond	CA	Contra Costa;	Male	65-74	White/Caucasian;	SpaNISH
Renay	Jenkins	Oakland	CA	Alameda;San Francisco;San Mateo;	Female	45-54	Black/African American;	
Urvashi	Nagrani	San Francisco	CA	San Francisco;Santa Clara;	Female	25-34	Asian;	
Tsegi	Tamrat	Cupertino	CA	Santa Clara;	Female	25-34	I prefer to self-identify;Black/African American;	Amharic
Stephen	Inoue	San Jose	CA	Santa Clara;	Male	45-54	Asian;Native American;White/Caucasian;	
Christopher	Shannon	Castro Valley	CA	Alameda;	Male	45-54	White/Caucasian;	
Catherine	Barrisford	Santa Rosa	CA	Sonoma;	Female	45-54	White/Caucasian;	
Catherine	Barrisford	Santa Rosa	CA	Sonoma;	Female	45-54	White/Caucasian;	
Rachel	Kuykendall	Richmond	CA	Contra Costa;	Female	35-44	White/Caucasian;	

Chelsea	Busick	San Jose	CA	Santa Clara;	Female	25-34	White/Caucasian;	
<b>Kevin G.</b>	<b>Ruano Hernandez</b>	<b>San Pablo</b>	<b>CA</b>	<b>Contra Costa;</b>	<b>Male</b>	<b>18-24</b>	<b>Hispanic/Latinx;</b>	<b>Spanish</b>
<b>Lena</b>	<b>Liu</b>	<b>Oakland</b>	<b>CA</b>	<b>Alameda;</b>	<b>Female</b>	<b>18-24</b>	<b>Asian;</b>	<b>Cantonese</b>
Gabrielle	Sloane Law	Oakland	CA	Alameda;	Female	35-44	White/Caucasian;	
Jasmine	Gonzalez	Oakland	CA	Alameda;	Female	45-54	Hispanic/Latinx;	Spanish
Diane	Burr	Oakland	CA	Alameda;	Female	55-64	Black/African American;	N/A
Esther	Goolsby	Oakland	CA	Alameda;	Female	45-54	White/Caucasian;Black/African American;	
Lynna	Do	Dublin	CA	Alameda;	Female	45-54	Asian;	
Katherine	Scott-Smith	Oakland	CA	Alameda;	Female	35-44	White/Caucasian;	
Susan	Goolsby	Oakland	CA	Alameda;	Female	65-74	White/Caucasian;	
Veronica	Heath	Unhoused		Contra Costa;	Female	45-54	Hispanic/Latinx;	Spanish
Robert	Stanley	Richmond	CA	Contra Costa;	Male	35-44	White/Caucasian;	
David	Alvarado	San Pablo	CA	Contra Costa;	Male	55-64	Hispanic/Latinx;	
Claudia	Citroen	Richmond	CA	Contra Costa;	Female	55-64	White/Caucasian;	German, Dutch
Laura	Navarro	san pablo	CA	Contra Costa;	Female	25-34	Hispanic/Latinx;	Spanish
Jeff	Ritterman	Richmond	CA	Contra Costa;	Male	65-74	White/Caucasian;	
Miles	Lincoln	Oakland	CA	Alameda;	Male	25-34	White/Caucasian;	
Gloria	Sewell-Murphy	Richmond	CA	Contra Costa;	Female	75 years old or older	Black/African American;	
ALLAN	GUGGEMOS	Richmond	CA	Contra Costa;	Male	65-74	White/Caucasian;	
Phillip	Mitchell	Richmond	CA	Contra Costa;	Male	55-64	Black/African American;	Espanol
James	Boster	Richmond	CA	Contra Costa;	Male	35-44	White/Caucasian;	
Robert	Katz	Oakland	CA	Alameda;	Male	65-74	I prefer to self-identify;	
Bruce	Yow	El Cerrito	CA	Contra Costa;Alameda;	Male	65-74	Asian;	Cantonese
Nancy	Aguirre	Richmond	CA	Contra Costa;	Female	45-54	Hispanic/Latinx;I prefer to self-identify;	Spanish
Merika	Reagan	Oakland	CA	Alameda;	Female	45-54	Black/African American;	
Rhoda	Fry	Cupertino	CA	Santa Clara;	Female	55-64	White/Caucasian;	
								a little French, a little Spanish, a little Latin
Dr. Raymond	Tompkins	San Bruno	CA	San Francisco;	Male	65-74	Black/African American;	
Leslie	May	Antioch	CA	Contra Costa;	Female	65-74	Black/African American;	
Daniel	Hurst	San Jose	CA	Santa Clara;	Male	45-54	Pacific Islander;	
Shekinah	Samaya-Thomas	Oakland	CA	Alameda;	Female	55-64	White/Caucasian;	
Marie	Knutson	Martinez	CA	Contra Costa;	Female	55-64	White/Caucasian;	
Fagamalama Violet	Saena	Sunnyvale	CA	San Mateo;Santa Clara;	Female	45-54	Pacific Islander;	Samoan
Catherine	Newman	Oakland	CA	Alameda;	Female	35-44	Black/African American;Native American;White/Caucasian;	
Aiysha	Davis	Richmond	CA	Contra Costa;Alameda;	Female	35-44	Black/African American;	
Carol	Robinson	El Sobrante	CA	Contra Costa;	Female	75 years old or older	White/Caucasian;	
Rio	Molina	Petaluma	CA	Sonoma;Napa;Solano;Marin;Contra Costa;Alameda;Santa Clara;	Male	25-34	Hispanic/Latinx;	
Kristen	Van Dam	Port Costa	CA	Contra Costa;	Female	35-44	White/Caucasian;	
Colin	O'Malley	Sunnyvale	CA	Santa Clara;	Male	45-54	White/Caucasian;	
Lilian	Koenig	San Jose	CA	Santa Clara;	Female	65-74	White/Caucasian;	
Liana	Chavarin	West Berkeley	CA	Alameda;	Non-binary/tl	35-44	Hispanic/Latinx;Native American;	
Ashley	McClure	Berkeley	CA	Alameda;	Female	35-44	White/Caucasian;	spanish



Deborah	Small	Richmond	CA	Contra Costa;	Female	55-64	Black/African American;Hispanic/Latinx;	
Christine	Boehm	Palo Alto	CA	Santa Clara;	Female	35-44	Hispanic/Latinx;White/Caucasian;	
Lonnie	Mason	San Francisco	CA	San Francisco;	Male	55-64	Black/African American;	
Amerika	Sanchez	San Francisco	CA	San Francisco;	Female	35-44	Black/African American;	
<b>Cleo</b>	<b>Rehkopf</b>	<b>Menlo Park</b>	<b>CA</b>	<b>San Mateo;</b>	<b>Female</b>	<b>12-17</b>	<b>White/Caucasian;</b>	
Mark	Hughes	Benicia	CA	Contra Costa;Solano;	Male	55-64	White/Caucasian;	
								I speak Arabic as a second language, but I have no one who wishes to speak it with me.
John	Curtis	Martinez	CA	Contra Costa;	Male	65-74	White/Caucasian;	
Floy	Andrews	Richmond	CA	Contra Costa;	Female	55-64	White/Caucasian;	
valyan	evans	San Francisco	CA	San Francisco;	Female	45-54	Black/African American;	
Marcel	Evans	San Francisco	CA	San Francisco;	Male	45-54	Black/African American;Native American;	
Carla	Mays	San Francisco	CA	San Francisco;	Female	45-54	Black/African American;	
Adriana	Flores	San Francisco	CA	San Francisco;	Female	45-54	Hispanic/Latinx;	Spanish
William	Goodwin	Pittsburg	CA	Contra Costa;Alameda;	Male	55-64	Black/African American;	
								Spanish is slightly understood, ability to understand the gist of the conversation.
Cheryl	Davila	Berkeley	CA	Alameda;	Female	65-74	Black/African American;	
Henry	Alcaez	San Pablo	CA	Contra Costa;	Male	75 years old or older	Hispanic/Latinx;	Spanish
Donald	Kuehne	Hercules	CA	Contra Costa;	Male	65-74	White/Caucasian;	
ALICIA	Devora	San Francisco	CA	San Francisco;	Female	55-64	Hispanic/Latinx;	Spanish
Guido	Villar	San Francisco	CA	San Francisco;	Male	45-54	Hispanic/Latinx;	Spanish
<b>Cecilia</b>	<b>Mejia</b>	<b>San Francisco</b>	<b>CA</b>	<b>San Francisco;</b>	<b>Female</b>	<b>18-24</b>	<b>Hispanic/Latinx;</b>	<b>Spanish</b>
Guido	Villar	San Francisco	CA	San Francisco;	Male	45-54	Hispanic/Latinx;	Spanish
Madeleine	Lansky	San Francisco	CA	San Francisco;	Female	45-54	I prefer to self-identify;	
Kathy	Kerridge	Benicia	CA	Solano;	Female	65-74	White/Caucasian;	
Guido	Villar	San Francisco	CA	San Francisco;	Male	45-54	Hispanic/Latinx;	Español
								Spanish-Intermediate level
Lendri	Purcell	Petaluma	CA	Sonoma;	Female	35-44	White/Caucasian;	
Bertha	Ruelas	Oakland	CA	Alameda;	Female	35-44	Hispanic/Latinx;	Español
Jewelea	Rivas	San Francisco	CA	San Francisco;	Female	25-34	Hispanic/Latinx;	Spanish
Helga	Pons	San Francisco	CA	San Francisco;	Female	35-44	I prefer to self-identify;	Spanish
Lizeth	Romero	San Francisco	CA	San Francisco;	Female	25-34	Hispanic/Latinx;	Spanish
Juan	Aguilera	East Palo Alto	CA	Santa Clara;San Mateo;	Male	35-44	Hispanic/Latinx;	Spanish
Tia	Hicks	Oakland	CA	Alameda;	Female	25-34	Black/African American;	
Julia	Walsh	Piedmont	CA	Alameda;	Female	75 years old or older	White/Caucasian;	
Solange	Cuba	Oakland	CA	Alameda;	Female	25-34	Hispanic/Latinx;	Spanish
David	Rodriguez	Saratoga	CA	Santa Clara;	Male	25-34	Hispanic/Latinx;	Spanish
Hector D	Medina	Alameda	CA	Alameda;Contra Costa;	Male	45-54	Hispanic/Latinx;	Spanish
Hsing	Pao	San Carlos	CA	San Mateo;Santa Clara;	Male	35-44	Asian;	
Monica	Pacheco	San Leandro	CA	Alameda;	Female	35-44	Hispanic/Latinx;	Spanish

Maria	Bravo	Oakland	CA	Alameda;	Female	65-74	Hispanic/Latinx;	Spanish
Samantha	Columbus	Oakland	CA	Alameda;	Female	25-34	Pacific Islander;	
Evelin	Alfaro	San Francisco	CA	San Francisco;	Female	35-44	Hispanic/Latinx;	Español
Jeffrey	Crosby	Richmond	CA	Contra Costa;	Male	35-44	White/Caucasian;	
Ken	Szutu	Vallejo	CA	Solano;	Male	65-74	Asian;	Chinese
Alberto	Senan-Oliva	Concord	CA	Contra Costa;	Male	35-44	Hispanic/Latinx;	Español
Ana	Alfaro	San Francisco	CA	San Francisco;	Female	35-44	Hispanic/Latinx;	Español
Sonia	Ramírez	San Francisco	CA	San Francisco;	Female	25-34	White/Caucasian;	Spanish
Sadie	Domingue	San Francisco	CA	San Francisco;	Female	35-44	Black/African American;	
Ana	Ramirez	San Francisco	CA	San Francisco;	Female	35-44	Hispanic/Latinx;	
Elena	Castanon	San Francisco	CA	San Francisco;San Mateo;Alameda;	Female	55-64	Hispanic/Latinx;	Spanish
Yuliana	Ojeda	san francisco	CA	San Francisco;	Female	35-44	Hispanic/Latinx;	Espanol
Kristel	Rietesel	Kensington	CA	Contra Costa;	Female	35-44	White/Caucasian;	
<b>Federico</b>	<b>Armando</b>	<b>San Francisco</b>	<b>CA</b>	<b>San Francisco;</b>	<b>Male</b>	<b>18-24</b>	<b>Hispanic/Latinx;</b>	<b>Spanish</b>
Yolanda	Sullon	San Francisco	CA	San Francisco;	Female	55-64	Hispanic/Latinx;	Spanish
José	Devora	San Francisco	CA	San Francisco;	Male	55-64	Hispanic/Latinx;	Spanish
Nuria	Serina	San Francisco	CA	San Francisco;	Female	35-44	Hispanic/Latinx;	Spanish
Fernando	Campos	Concord	CA	Contra Costa;Solano;Sonoma;Napa;Alameda;	Male	45-54	Hispanic/Latinx;	Spanish
Gaurav	Keswani	Foster City	CA	San Mateo;	Male	35-44	Asian;	Hindi
Mark	Espinoza	Alviso	CA	Santa Clara;	Male	45-54	Hispanic/Latinx;	
Rachel	Shoemake	Concord	CA	Contra Costa;	Female	35-44	Hispanic/Latinx;White/Caucasian;	na
Juan-Carlos	Martinez	Hayward	CA	Alameda;Contra Costa;	Male	25-34	Hispanic/Latinx;	
Joy	Massey	Berkeley	CA	Alameda;Contra Costa;	Female	25-34	Black/African American;	
Arieann	Harrison	San Francisco	CA	San Francisco;	Female	45-54	Black/African American;	
Dulce	Bernal	Pittsburg	CA	Contra Costa;	Female	35-44	Hispanic/Latinx;	Spanish
Maria	Reyes	Pittsburg	CA	Contra Costa;	Female	35-44	Hispanic/Latinx;	Spanish
<b>Laura</b>	<b>Flores</b>	<b>San Jose</b>	<b>CA</b>	<b>Santa Clara</b>	<b>Female</b>	<b>18-24</b>	<b>Hispanic/Latinx;</b>	<b>Spanish</b>
<b>Rebeca</b>	<b>Gomez</b>	<b>San Jose</b>	<b>CA</b>	<b>Santa Clara</b>	<b>Female</b>	<b>18-24</b>	<b>Hispanic/Latinx;</b>	<b>Spanish</b>
Rosario	Aguirre	San Jose	CA	Santa Clara	Female	45-54	I prefer to self-identify;	Spanish
Mayra	Pelagio	San Jose	CA	San Mateo; Santa Clara	Female	25-34	Hispanic/Latinx;	Spanish
Ernesto	Barajas	San Jose	CA	Santa Clara	Male	65-74	Hispanic/Latinx;	Spanish

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairpersons Davina Hurt and Tyrone Jue, and Members  
of the Community Equity, Health and Justice Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 1, 2021

Re: Annual Progress Report on *Owning Our Air: The West Oakland Community Action  
Plan (WOCAP)*

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RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Assembly Bill (AB) 617, signed in 2017, focuses on improving local air quality and health in disproportionately impacted communities. The West Oakland Environmental Indicators Project (WOEIP) partnered with the Air District (together, the “Co-leads”) to develop *Owning Our Air: The West Oakland Community Action Plan (Owning Our Air or Plan)*. The Board of Directors adopted *Owning Our Air* on October 2, 2019. Over the last two years, the Steering Committee and the Co-leads have worked together to implement *Owning Our Air*.

DISCUSSION

At the upcoming Community Equity, Health and Justice Committee meeting, staff will present an update on *Owning Our Air* implementation activities conducted since the Board of Directors adopted the Plan, and WOEIP leadership will provide reflections on implementation to date.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Alison Kirk  
Reviewed by: Henry Hilken

Attachment 6A: Owing Our Air Annual Progress Report Strategy Status, November 2021

## AGENDA 6A - ATTACHMENT

Owning Our Air Annual Progress Report Strategy Status, November 2021

**Introduction:** Attachment A provides an update on the status of all Strategies, Enforcement Measures, and Further Study Measures in *Owning Our Air: The West Oakland Community Action Plan (Plan)*. The list below describes how the Strategies and other Measures are organized in Attachment A:

1. Air District Strategies: These strategies commit the Bay Area Air Quality Management District to lead, adopt, and/or implement, for example, Air District regulations.
2. Air District Metrics: A summary of cumulative meetings, enforcement actions, incentives dollars and emissions reduced from incentive programs.
3. CARB Strategies: These strategies commit the California Air Resources Board (CARB) to lead, adopt, and/or implement, for example, CARB regulations.
4. CARB Incentives: A summary of incentive-related activities that CARB has participated in cumulatively; including events, projects, and funds spent, organized by incentive funding program.
5. Partner Strategies: These strategies commit action by regional and local partners, such as the City of Oakland, Port of Oakland, Alameda County Department of Public Health, and others, described as the “Lead Agency” on the partner strategies status update.

Partner strategies have been grouped into four subject matter areas as follows:

- Port & Freight: These strategies address emissions and exposure from activities at the Port of Oakland and related freight movement. These strategies require action by the City of Oakland, the Port of Oakland, and Caltrans.
- Land Use: These strategies address emissions and exposure from land use decisions. These strategies require action by the City of Oakland.
- Transit/Bike/Walk: These strategies address emissions and exposure from transportation activities. These strategies require action by the City of Oakland, AC Transit, Alameda County Transportation Authority, Bay Area Rapid Transit, and Caltrans.
- Health/Living Buffers: These strategies include health and greening programs and actions to mitigate exposure to emissions. These strategies require action by the City of Oakland and the Alameda County Public Health Department.

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
2	The Air District will continue to engage in environmental review processes for development projects in West Oakland, such as the Oakland A's Ballpark and the MacArthur Maze Vertical Clearance Project, including coordinating with community partners and lead agency staff, providing data and technical assistance, and reviewing and commenting on CEQA documents through 2025.	District staff reviewed and submitted comment letters on the proposed Eagle Rock Aggregates, the Oakland A's Howard Terminal project, and the Prologis Air Quality Operations Plan (part of Oakland Army Base Project). District staff continue to engage in any development projects in or with potential impacts on West Oakland air quality. This work includes collecting data, writing letters, and attending meetings.	long-term
3	The Air District will study the potential air pollution and health outcomes of allowing truck traffic on I-580 and designating a truck lane on I-880. Allowing truck traffic on I-580 would require legislative approval, re-engineering, and re-construction.	District staff discussed studying truck trips with agency partners, determining that local street studies should be prioritized. District staff discussed with MTC a study on adding a truck lane on I-880. District staff leveraged resources to study magnet sources and local roads and will consider expanding studies to highways which will require coordination among several agencies. District staff began coordinating with ODOT and Caltrans to further study allowing truck traffic on I-580.	long-term
12	The Air District and the West Oakland Environmental Indicators Project intends to implement the green infrastructure project currently under development between Interstate I-880 and the Prescott neighborhood in West Oakland by 2021.	The Metropolitan Transportation Commission (MTC) award \$600,000 in Priority Conservation Areas program grant funds to WOEIP in conjunction with Alameda CTC matching funds of \$300,000. CARB provided \$125,000 and the Port has awarded \$50,000. The Steering Committee Health/Living Buffers Subcommittee, as part of implementing Strategies #10, 11, and 16, heard presentations from the City on the Equitable Climate Action Plan, Citywide Tree Inventory, and Urban Forest Master Plan. The Subcommittee recommends incorporating implementation of this strategy into the Adapt Oakland Plan.	long-term
14	The Air District provides subsidized loans for local small businesses to install energy storage systems (e.g. batteries, fuel cells) to replace stationary sources of pollution (e.g. back-up generators).	Air District staff is developing a Community Health Protection Program to fund the replacement of back-up diesel generators. In 2020, the District funded a zero-emission ferry that will operate between Oakland and San Francisco, and a developer of renewable microgrids for municipal and commercial buildings. Both are loan guarantee projects.	long-term
18	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.	The Air District awarded approximately \$5.2M for Charge! projects in 2021. Staff are working on relaunching the program for another round of funding at the end of 2021. The Air District also offers grants for electrical infrastructure through the Community Health Protection Program and other programs.	long-term
21	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.	The West Oakland Environmental Indicators Project and EarthJustice formed the Sustainable Port Collaborative to implement this Strategy. The Collaborative has so far held two meetings in 2021, focusing their initial efforts on zero-emission drayage trucks.	long-term

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
24	The Air District works with agency and local partners to improve referral and follow-up on nuisance and odor complaints by 2021. This work includes updates to complaint processes, enforcement procedures, and coordination with other public agencies regarding odors, backyard burning, and other complaints.	The Air Quality Complaint Policy and Procedures have been updated. New program updates can be found at <a href="https://www.baaqmd.gov/online-services/air-pollution-complaints/complaint-policy-and-procedures">https://www.baaqmd.gov/online-services/air-pollution-complaints/complaint-policy-and-procedures</a> .	Complete
41	The Air District works with CARB to streamline the process for providing financial incentives for fueling infrastructure, and for low and zero-emission equipment. The Air District increases outreach and assistance to individual owner-operators and small companies by providing two workshops and enhanced outreach in West Oakland by 2022.	Air District staff have worked to get CAPCOA support to request streamlining guidance from CARB. The Air District is enhancing outreach for the Community Health Protection Program.	near-term
48	The Air District plans to offer up to \$7 million per year to replace older autos through the Vehicle Buy Back program, and up to \$4 million per year through the Clean Cars for All program to replace older autos and provide an incentive for a hybrid electric, plug-in hybrid electric, battery electric vehicle, or Clipper Card for public transit.	The Air District opened another round of Clean Cars for All funding in August 2021 and has 8.3 million in funding available. Funding for the Vehicle Buy Back program continues in 2021.	long-term
49	The Air District offers financial incentives to replace box and yard diesel trucks with zero emission trucks owned by West Oakland businesses every year.	The Air District continues to make funding available for this strategy.	long-term
50	The Air District plans to offer financial incentives to upgrade tugs and barges operating at the Port of Oakland with cleaner engines every year.	The Air District continues to make funding available for this strategy and has provided incentive funds for approximately half of the tugs at the Port to repower with cleaner diesel engines. Incentive funds for these projects and outreach to tug owners is ongoing, with projects in the pipeline.	long-term
51	The Air District plans to offer financial incentives to upgrade line-haul, passenger, and switcher (yard) locomotives with cleaner engines every year.	The Air District's Community Health Protection and Carl Moyer programs both are available to fund these projects.	long-term
52	The Air District plans to offer financial incentives to support the development of a hydrogen refueling station and the purchase of trucks and off-road equipment powered by fuel cells every year.	In 2021, the Air District awarded funds to deploy 30 hydrogen fuel cell drayage trucks domiciled at the Port of Oakland. Through the District's Climate Tech Finance Program, staff worked with SWITCH Maritime to provide a loan for a 100% hydrogen ferry. Staff is also discussing a possible loan to a company to install fuel cell vehicle fueling stations.	long-term
53	The Air District offers financial incentives to replace long-haul diesel trucks with zero-emission trucks owned by West Oakland businesses every year.	The Air District has several programs (Community Health Protection, Carl Moyer, and TFCA) that currently fund these projects and will continue to do so.	long-term

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
54	The Air District will award up to \$1 million in funding incentives to pay for the cost of purchasing cleaner equipment in West Oakland, potentially including: electric lawn and garden equipment, battery electric Transport Refrigeration Units, and cargo-handling equipment, by 2021.	The Air District staff anticipates that the Air District will have awarded more than \$1 million in funding incentives to pay for the cost of purchasing cleaner equipment in West Oakland by the end of 2021.	long-term
57	Through the Pilot Trip Reduction Program, the Air District offers incentives for the purchase of electric bicycles for bike share programs.	The Air District continues promoting e-bike and mobility options to future grantees; Clean Cars for All offers a e-bikes to qualified residents who scrap an older vehicle. So far, 5 grantees have purchased e-bikes.	long-term
66	The Air District works with Schnitzer Steel to study the feasibility of installing a shore-power or bonnet system to capture and abate vessel emissions at the West Oakland facility by 2021.	In previous years, Air District Staff discussed this strategy with Schnitzer Steel. No new work completed on this strategy in 2021.	midterm
67	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.	Air District staff worked with State Assembly Member Bauer-Kahan on AB 426, which would give the Air District authority over magnet sources. Unfortunately, AB 426 did not move forward in 2021.	midterm
68	The Air District proposes amendments to existing regulations to further reduce emissions from metal recycling and foundry operations, such as changes to: 1) Rule 6-4: Metal Recycling and Shredding Operations, which requires metal recycling and shredding facilities to minimize fugitive PM emissions through the development and implementation of facility Emission Minimization Plans; and 2) Rule 12-13: Foundry and Forging Operations, which requires metal foundries and forges to minimize fugitive emissions of PM and odorous substances through the development and implementation of facility Emission Minimization Plans by 2025.	Enforcement staff are reviewing the required Emission Minimization Plan updates and visiting the facilities to ensure plans are accurate and complete, and making additional recommendations to further reduce emissions at facility operations.	long-term
69	The Air District's Rule 11-18: Reduce Risk from TACS at Existing Facilities requires selected Bay Area facilities to reduce risk or install best available retrofit control technology for toxics on all significant sources of toxic emissions. Based on the results of the facility-specific health risk assessment, the Air District may require Schnitzer Steel and the East Bay Municipal Utility District to adopt a Risk Reduction Plan if the health risk exceeds a risk action level per the requirements of Rule 11-18 implementation.	The Air District continues to implement Regulation 11-18. Schnitzer Steel has submitted requested data to the Air District. Staff is reviewing the inventory and preparing the Health Risk Assessment (HRA). The preliminary HRA is anticipated in late 2021.	long-term
70	The Air District intends 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 is given to upgrading Tier 0, 1 & 2 engines located closest to schools, senior citizen centers, childcare facilities, and hospitals.	The Air District has supported renewable microgrid developers with loan guarantees. Thus far, the Air District has not funded any projects that directly replace diesel engines with renewable sources. Air District staff is expanding the Community Health Protection Program to fund replacement of back-up diesel generators.	long-term



AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
71	The Air District proposes new regulations to reduce emission sources from autobody and other coating operations, including the use of vanishing oils and rust inhibitors by 2025.	Not Started- 2023 Rule Development has not begun.	long-term
72	The Air District proposes new regulations to reduce emissions from wastewater treatment plants and anaerobic digestion facilities, such as a regulation to reduce emissions of methane, reactive organic gases, and oxides of nitrogen by 2020.	Currently under study; may be implemented as part of Rule 11-18. If further study is needed the schedule will be evaluated as part of the Source Prioritization Framework.	midterm
73	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.	Staff continues to evaluate controls and develop potential draft amendments; Board consideration anticipated in 2022.	midterm
74	The Air District advocates for a plan that East Bay Clean Energy and PG&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&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&E will focus on meeting Oakland's transmission reliability needs.	Not Started- the District anticipates this work would to be begin in 2022. The District included in its comment letter on the Oakland Waterfront Ballpark District Draft EIR in support of the conversation of the Dynegy Power Plant to a battery storage facility.	midterm
75	The Air District intends to develop and fund a program to reduce exposure to air pollution at schools, day care facilities, senior centers, health facilities, public facilities, apartments and homes in West Oakland by 2021. This Strategy includes policies or grants for building energy efficiency upgrades to reduce infiltration of pollutants and the installation of high-efficiency air filtration systems (rated MERV 14 or higher).	On 9/15/21 the Air District Board authorized acceptance of up to 2 million for the Bay Area Healthy Homes Initiative from the Automobile Emissions Research and Technology Fund to expand the Healthy Homes Initiative to Alameda County to serve adult & child high-risk asthma patients in communities impacted by air pollution. In fall of 2021, the Air District is providing 30 indoor air-filters to current respiratory health patients at the West Oakland Health Council.	midterm
80	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	Work on this Strategy anticipated to begin in 2023.	long-term

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
	the potential air quality benefits of a centralized package delivery site such as personal lockers by 2025.		
87	CARB conducts a technology assessment of commercial cooking rules and control strategies and proposes incentives and/or a Suggested Control Measure for commercial cooking. The Air District offers incentives and/or proposes a regulation to reduce emissions from commercial cooking.	Air District staff are currently studying this strategy; implementation schedule will be evaluated as part of the Source Prioritization Framework.	Updated: long-term
E-1	Increase frequency of compliance inspections at stationary sources: a) Inspect all the permitted facilities and sources within a 2-year period; b) Inspect any unpermitted facilities and sources identified by the Steering Committee; and c) Annually track and document the number of inspections conducted, including type, date and location.	Enforcement staff completed compliance verification inspections for all permitted facilities (including gasoline dispensing facilities) in West Oakland, minus backup generators. Enforcement staff created an improved tracking system to annually track and document the inspection details, including date, type, and location. Staff are working to complete another round of inspection for all permitted sources in West Oakland by the end of 2021.	long-term
E-2	Develop education and outreach material on open burning: To address the community concern of illegal backyard burning in West Oakland, Air District Compliance & Enforcement staff will develop outreach materials to ensure the community understands health and air quality impacts from backyard burning	Completed. These materials were printed as door hangers and distributed in the West Oakland community in Feb 2021. The materials are also available on <a href="https://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan">https://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan</a>	near-term
E-3	Provide Annual Report on Enforcement Activities of Stationary Sources: a) Provide an annual inspection summary to the Steering Committee noting inspection results and a general description of violations in the West Oakland area; and b) Number of complaints received in the West Oakland area, including a description of the types of complaints.	See District Metrics (Compliance & Enforcement Metrics Table)	long-term

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
E-4	Update Air District Complaint Policy: Review and update the complaint procedure to include the evaluation of new technologies to streamline complaint receipt, response and investigations. This work includes a series of community workshops throughout the Air District in the last quarter of 2019 to solicit input from Bay Area residents. Air District staff will work with the West Oakland Steering Committee in this endeavor.	Completed. District Enforcement staff updated the Air Quality Complaint Program based on comments and suggestions received from the 5 public workshops. Staff made updates to the Air Quality Complaint Policy & Procedures, brochure, emissions log, complaint webpage, complaint reporting system, and created additional materials such as helpful tips on reporting a complaint. Staff are also working on developing a video series to explain the complaint process.	December 2019 - February 2020
E-5	Enhanced Enforcement Referral Process: Through the course of Air District work in West Oakland, Air District inspectors may identify compliance concerns that fall within another local enforcement authority or jurisdiction. The Compliance and Enforcement Division will develop an enhanced referral system with the different agencies having jurisdiction in West Oakland. Any issues identified beyond the scope of Air District's authority will be referred to the appropriate agency on the day of the investigation.	Completed. Inspectors are trained to coordinate with local regulatory and enforcement agencies and initiate enforcement referrals when appropriate. The new complaint reporting system will list the contact information for different agencies that have regulatory authority that are outside the BAAQMD jurisdiction.	Complete
E-6	Identify Unpermitted Sources: CARB and District staff will consult the community for areas where there may be potentially unpermitted sources of emissions.	District staff continues to work with community members and other agency staff to identify unpermitted sources.	Complete
FSM 1	The Air District will investigate local impacts of backyard wood fires and strategies to minimize these impacts.	Air District staff will need to conduct more research to better understand the local impacts of and strategies to minimize impacts of wood burning. Also see the status update for Strategy E-2.	
FSM 2	The Air District will analyze road dust emission rates for local streets.	Air District staff are serving on a research project panel hosted by Caltrans on improving road dust emissions estimation. The panel members also include technical staff from CARB and US EPA. The panel met in July and August 2021 to select a lead research team and review the proposed work scope. The research project is scheduled to start in January 2022 and Air District staff will continue to be involved in this work as panel reviewers.	
FSM 3	The Air District will investigate potential rulemaking to limit fugitive dust from construction activity.	Air District staff will evaluate this strategy as part of the Source Prioritization Framework.	
FSM 4	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 Owning Our Air plan area.	Air District staff needs to conduct more research before beginning work on this further study measure.	

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
FSM 5	The Air District will investigate the feasibility of amending Regulation 5 (Open Burning) and/or Reg. 6-3 (Wood Burning Devices) to prohibit recreational fires	Air District staff will evaluate a potential wood smoke rule as part of the Source Prioritization Framework. Staff also is developing a wood smoke incentive reduction program to replace woodburning devices with electric heat pumps. This incentive program will open in 2022.	
FSM 6	The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.	Air District staff needs to conduct more research before beginning work on this further study measure.	

Attachment 6A: Owning Our Air Annual Progress Report  
Strategy Status

November 2021

District Incentive Program	Awarded Incentive Funding October 2018-June 2020		Awarded Incentive Funding July 2020-June 2021	
	Funding Amount (\$)	Number of Projects (Qty)	Funding Amount (\$)	Number of Projects (Qty)
Carl Moyer Program	\$ 12,248,500	43	\$ 179,000	2
West Oakland Zero Emissions Grant Program	\$ 1,106,630	11	-	-
Community Air Protection Grant <sup>4</sup>	-	-	\$ 9,945,366	15
Clean Cars For All <sup>3</sup>	\$ 236,154	43	\$ 43,000	5
Charge!	\$ -	-	\$ 1,902	1
Climate Tech. Finance <sup>3</sup>	\$ 2,500,000	1	\$ -	0
Reformulated Gas Settlement (RFG) Funds	\$ -	-	\$ 25,286	1
Transportation Fund for Clean Air Fund	\$ -	-	\$ 3,360,000	1
Vehicle Buyback Program	\$ 146,000	12	\$ 9,800	9
<b>Grand Total</b>	<b>\$ 16,237,284.27</b>	<b>110</b>	<b>\$ 13,564,354.00</b>	<b>34</b>

Notes:

1. DPM = Diesel Particulate Matter
2. All DMP = PM10
3. Emission reductions currently not available
4. Data Provided by CARB

District Incentive Program	Awarded Incentive Funding October 2018-June 2020				Awarded Incentive Funding July 2020-June 2021			
	DPM <sup>1,2</sup> (tons/yr)	PM (tons/yr)	ROG (tons/yr)	NOx (tons/yr)	DPM <sup>1,2</sup> (tons/yr)	PM (tons/yr)	ROG (tons/yr)	NOx (tons/yr)
Carl Moyer Program	0.91	0.91	5.34	97.97	0.101	0.101	0.344	4.122
West Oakland Zero Emissions Grant Program	-	0.05	0.17	1.08	-	-	-	-
Community Air Protection Grant <sup>4</sup>	-	-	-	-	13.108	-	13.071	328.423
Clean Cars For All <sup>3</sup>	-	-	-	-	-	-	-	-
Charge!	-	-	-	-	-	-	-	-
Climate Tech. Finance <sup>3</sup>	-	-	-	-	-	-	-	-
Reformulated Gas Settlement (RFG) Funds	-	-	-	-	-	-	-	-
Transportation Fund for Clean Air Fund	-	-	-	-	-	0.005	0.140	2.148
Vehicle Buyback Program	-	0.02	2.65	1.59	-	0.001	0.138	0.088
<b>Grand Total</b>	<b>0.91</b>	<b>0.96</b>	<b>5.51</b>	<b>99.05</b>	<b>13.21</b>	<b>0.11</b>	<b>13.56</b>	<b>334.69</b>

Notes:

1. DPM = Diesel Particulate Matter
2. All DMP = PM10
3. Emission reductions currently not available
4. Data Provided by CARB

Attachment 6A: Owning Our Air Annual Progress Report  
Strategy Status

November 2021

AIR DISTRICT METRICS		January 2019 – August 2020	September 2020 – June 2021
<b>Meeting Counts by Strategy Category</b>			
<b>Category</b>		<b>Amount</b>	<b>Amount</b>
<i>Enforcement Total</i>		21	1
<i>Health Programs Total</i>		22	19
<i>Further Study Measures Total</i>		0	0
<i>Land-Use Total</i>		16	30
<i>Mobile Sources Total</i>		27	27
<i>Stationary Sources Total</i>		0	0
<b>Grand Total</b>		<b>86</b>	<b>77</b>

Compliance & Enforcement Metrics		January 2019 – August 2020	September 2020 – June 2021
<b>Category</b>		<b>Amount</b>	<b>Amount</b>
<i>Inspections Total</i>		167	104
<i>Violations Total</i>		24	10
<i>Complaints Total</i>		96	44
<b>Grand Total</b>		<b>287</b>	<b>158</b>

CARB STRATEGIES		
Strategy#	Strategy Description	2021 Status
28	The California Air Resources Board develops improvements to the existing truck and bus inspection and maintenance programs. Potential improvements include increasing warranty requirements, adding a lower in-use emissions performance level, increasing inspections in West Oakland, using aggregated GPS and other telecommunication records to identify locations of idling trucks and buses, and partnering with the Air District to develop a system using on-board diagnostic and remote sensing devices to identify and fix faulty emissions abatement devices on trucks and buses.	CARB heavy duty enforcement activities continued in 2021. CARB provided enforcement demonstration tours for WOCAP co lead partners, including a demonstration of a Portable Emissions Acquisition System (PEAQS), a screening tool to identify high emitting vehicles for inspection.
29	The California Air Resources Board develops the following regulations to increase the number of zero-emission trucks and buses operating in West Oakland: 1) The Advanced Clean Trucks regulation to transition to zero-emission technology those truck fleets that operate in urban centers, have stop-and-go driving cycles, and are centrally maintained and fueled. 2) Amendment to the drayage truck regulation to transition the drayage truck fleet to zero emissions.	CARB adopted the Regulation in Summer 2020 which requires manufacturers to sell zero-emission trucks as a percentage of sales starting in 2024. CARB is developing the related program, the Advanced Clean Fleet regulation, to deploy zero-emission trucks throughout California with an emphasis on public fleets, drayage trucks and high priority fleets. CARB's board will hear the Advanced Clean Fleet regulation in Dec 2021. The Air District provided comments on the Eagle Rock Aggregates Oakland Terminal Project DRAFT EIR in Jan 2021. These comments support this regulation. Adopted on 6/25/20
30	The California Air Resources Board, in partnership with the Steering Committee, WOEIP and the Air District, conduct a pilot study to assess local idling impacts from trucks and buses. The Steering Committee, WOEIP and the Air District advocate for "Clean Idle" trucks and buses to idle no more than 5 minutes when in West Oakland.	In 2021, the State lifted COVID-19 restrictions and CARB Enforcement staff conducted limited roaming and roadside inspections. Work is still on-going. Air District staff reviewed and submitted comment letters on the proposed Eagle Rock Aggregates and Oakland A's Ballpark projects in support of this strategy. Air District CEQA comment letters recommend that lead agencies require a two-minute idle limit for both project construction and operations, where applicable.

CARB STRATEGIES		
Strategy#	Strategy Description	2021 Status
31	The California Air Resources Board develops amendments to the transport refrigeration unit (TRU) regulation to transition the TRU fleet to zero-emission operations by requiring both zero-emission technology and supporting infrastructure.	In development since 2016, CARB’s board held the first of two meetings to discuss proposed amendments to the TRU Regulation in Sept 2021 and a second meeting is scheduled for Feb 2022. Adoption expected in 2022. The Air District provided comments on the Oakland Waterfront Ballpark District DRAFT EIR (letter dated 4/27/21). Air District comments on the DEIR supports this regulation. The Air District submitted comments to CARB in support of the rule amendments on 9/22/2021.
32	The California Air Resources Board develops amendments to the existing cargo handling equipment regulation, which includes yard trucks, rubber-tired gantry cranes, and top handlers, that may reduce idling and transition the various types of equipment to zero-emission operation.	CARB is tracking existing demonstration and pilot projects, meeting with terminal operators to better understand operations and perspectives on zero-emission operation, participating in port air quality plan workgroups and task force meetings. Zero-emission equipment will likely require additional infrastructure to be installed at facilities for operation of equipment, charging of on-board batteries, and fueling with alternative (i.e. zero-emission tailpipe) fuel. Substantial terminal reconfiguration and/or construction may be required.
33	The California Air Resources Board develops a handbook that identifies best practices for the siting, design, construction, and operation of freight facilities to minimize community exposure to air pollution.	CARB staff resources assigned to the development of a standalone Freight Handbook have been reprioritized to work on development of freight regulations. To ensure that the recommendations included in the Concept Paper for the Freight Handbook and public stakeholder input are utilized, CARB staff are working to integrate this information into the Community Air Protection Program Resource Center ( <a href="https://ww2.arb.ca.gov/ocap_resource_center">https://ww2.arb.ca.gov/ocap_resource_center</a> )



CARB STRATEGIES		
Strategy#	Strategy Description	2021 Status
34	The California Air Resources Board develops regulations to expand California-specific standards for new light-duty vehicles, impacting 2026 and later model year vehicles, to increase the number of new zero-emission and plug-in hybrid electric vehicles sold in California and increase the stringency of fleet-wide emission standards for greenhouse gases and criteria pollutants.	CARB staff will host at least two additional workshops in 2021 on the Advanced Clean Cars II rulemaking before the targeted June 2022 board hearing. The Advanced Clean Cars 2 Regulation is tentatively scheduled for December 8, 2021
35	The California Air Resources Board develops new standards for small off-road engines (SORE), which are spark-ignition engines rated at or below 19 kilowatts and used primarily for lawn, garden, and other outdoor power equipment.	CARB conducted a third public workshops on the potential amendments in March 2021 and expects to take the rulemaking package to the Board in Dec 2021. CARB anticipates regulation implementation in 2024 or 2025.
60	The California Air Resources Board develops amendments to the At-Berth Air Toxics Control Measure to further reduce ship emissions at berth by strengthening the regulation to cover more vessel visits and types of ships.	CARB adopted the At-Berth Air Toxics Control Measure in 2020 and implementation begins in 2021. The Air District provided comments on the Eagle Rock Aggregates Oakland Terminal Project DRAFT EIR in a letter dated 1/8/21. These comments support this regulation.
61	The California Air Resources Board develops amendments to the Commercial Harbor Craft Air Toxics Control Measure to achieve additional control of harbor craft emissions. The Steering Committee, WOEIP, and the Air District advocate for early compliance of harbor craft operating near West Oakland.	CARB will consider amendments to the Harbor Craft regulation in November 2021. The regulation is expected to take effect in 2023. The Air District will submit comments to CARB, which will advocate for early compliance of harbor craft operating near West Oakland.
62	The California Air Resources Board develops regulations to reduce idling emissions from locomotives at rail yards with an emphasis on reducing emissions from locomotives not pre-empted under the federal Clean Air Act. The Steering Committee, WOEIP, and the Air District advocate for early compliance for locomotives operating in West Oakland.	CARB staff held a virtual listening session in March 2021 to discuss community concerns regarding railyard emissions. Also in March, CARB held a workshop on concepts for In-Use Locomotive Regulation. CARB's Board is scheduled to hear the first of two meetings on the proposed Locomotive Regulation in early 2022. The Air District took no action on this strategy in 2021.
87	CARB conducts a technology assessment of commercial cooking rules and control strategies and proposes incentives and/or a Suggested Control Measure for commercial cooking. The Air District offers incentives and/or proposes a regulation to reduce emissions from commercial cooking.	CARB did not report any action on this Strategy in 2021. Air District staff are currently studying this strategy; implementation schedule will be evaluated as part of the Source Prioritization Framework.

CARB STRATEGIES		
Strategy#	Strategy Description	2021 Status
Enf_CARB_1	Increase the frequency of compliance inspections with guidance from the community steering committee: CARB will collaborate with the West Oakland community emissions reduction program Co-leads to work with the Steering Committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community Steering Committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the Co-leads to meet annually with the community Steering Committee in order to prioritize enforcement measures and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.	Compliance rate 98%. CARB provided enforcement demonstration tours for WOCAP co lead partners, including a demonstration of a Portable Emissions Acquisition System (PEAQs), a screening tool to identify high emitting vehicles for inspection.
Enf_CARB_2	Coordinate and conduct inspections of Stationary Source with Air District staff: CARB will coordinate with Air District staff and will select, based on Steering Committee input, stationary sources for joint inspections. CARB is also committed to assisting Air District staff with compliance inspections of unpermitted sources identified by the Steering Committee.	1 Joint inspections at Schnitzer Steel. EPA led the inspection and CARB and BAAQMD participated.
Enf_CARB_3	Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1: In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the State Truck and Bus regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant heavy-duty vehicles based on the model year of the vehicle.	CARB did not report any action on this Strategy.
Enf_CARB_4	Provide Annual Report of Enforcement Activities: CARB's enforcement division will provide an annual report to the Steering Committee to update and summarize CARB's enforcement activities within the community.	See Strategy Enf_CARB_1.
Enf_CARB_5	Coordinate with other agencies: CARB will seek opportunities to coordinate with other agencies with enforcement authority in West Oakland like the City and Port of Oakland. One such opportunity could involve CARB staff working with the City of Oakland to provide truck idling signage in areas where community members observe trucks idling.	Pending Supplemental Environmental Project (SEP) approval. No further updates

CARB STRATEGIES		
Strategy#	Strategy Description	2021 Status
Enf_CARB_6	Enhance CARB's Data Management Practices. CARB is committed to enhancing the quality of enforcement data for the West Oakland community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the Steering Committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting <a href="https://webmaps.arb.ca.gov/edvs/">https://webmaps.arb.ca.gov/edvs/</a> .	No action on this strategy in 2021.
Enf_CARB_7	Provide in-person community specific training: CARB will develop and implement a new program that will be offered to the West Oakland community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.	No action on this strategy in 2021.
Enf_CARB_8	Update enforcement measures as applicable: CARB staff are committed to updating enforcement strategies as requested by the Steering Committee, if said strategies are enforceable by CARB staff or if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles). As new CARB regulations included in the Plan are adopted, CARB will enforce these measures and integrate associated activities and data into the West Oakland enforcement measures.	C No action on this strategy in 2021.

\* - As of the publish date of this documents, this metric either hasn't been collected, or the program hasn't been developed to a point to be able to quantify this metric.

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November 2021

	Incentive Project Funds					Estimated Emissions Reductions			Outreach		
	2017	2018	2019	2020	Cumulative Total	Oxides of Nitrogen (Tons)	Reactive Organic Gasses (tons)	PM 2.5 (tons)	Events	Attendees	
ARB Programs	Carl Moyer Memorial Air Quality Standards Attainment Program	\$ 140,000		\$ 179,000	\$ 319,000	6.9	0.4	0.2			
	Clean Cars For All		\$ 16,500	\$ 175,226	\$ 191,726	0.2	0.0	0.0			
	Clean Off Road Equipment Voucher Incentive Project			\$ 308,000	\$ 308,000	0.1	0.0	0.0			
	Clean Vehicle Rebate Project	\$ 123,000	\$ 182,000	\$ 265,800	\$ 144,000	\$ 714,800	0.2	0.0	0.1		
	Community Air Grants		\$ 499,712		\$ 499,712	-	-	-			
	Community Air Protection Funds		\$ 9,201,000	\$ 7,748,000	\$ 9,945,366	\$ 26,894,366	1,444.0	59.4	40.0		
	Financing Assistance Incentives Pilot	\$ 5,000	\$ 7,500	\$ 12,000	\$ 21,000	\$ 45,500	0.0	0.0	0.0		
	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	\$ 285,000	\$ 1,160,000	\$ 705,000		\$ 2,150,000	3.8	0.2	0.1		
	Supplemental Environmental Projects			\$ 2,067,887		\$ 2,067,887	-	-	-		
	Truck Loan Assistance Program	\$ 136,420		\$ 166,245		\$ 302,665	-	-	-		
Zero and Near Zero-Emission Freight Facilities Project				\$ 50,000,000	\$ 50,000,000	187.2	5.4	0.8			
Total By State Agency	Air Resources Board	\$ 549,420	\$ 11,190,212	\$ 10,981,431	\$ 60,772,592	\$ 83,493,655	1,642.4	65.5	41.3	18	1200
	Department of Community Services and Development	\$ 461,167	\$ 670,493		\$ 38,438	\$ 1,170,098	0.3	0.0	0.0	-	-
	Department of Forestry and Fire Protection						-	-	-	4	80
	Department of Transportation				\$ 4,720,738	\$ 4,720,738	0.0	0.0	0.0	60	996
	Department of Water Resources		\$ 134,902	\$ 73,630		\$ 208,532	-	-	-	-	-
<b>Grand Total</b>	<b>\$ 1,010,587</b>	<b>\$ 11,995,607</b>	<b>\$ 11,055,061</b>	<b>\$ 65,531,768</b>	<b>\$ 89,593,023</b>	<b>1,643</b>	<b>66</b>	<b>41</b>	<b>8</b>	<b>227</b>	

PARTNER STRATEGIES: PORT & FREIGHT				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
7	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.	City of Oakland/Caltrans	The City is moving forward with amendments in 2021 to the Planning Code to add criteria for certain new industrial uses within 500 feet of residential uses.	long-term
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community.	City of Oakland	The City is moving forward with amendments in 2021 to the Planning Code that adds additional Conditional Use Permit (CUP) criteria (including a potential checklist of actions to reduce truck impacts) related to businesses that attract truck trips. As this Strategy is assigned to the Land Use Subcommittee, the Port & Freight Subcommittee did not consider this Strategy during the prioritization effort.	long-term
19	The Port of Oakland adopts an Electrical Infrastructure Plan for the maritime waterfront areas of Oakland. This Plan seeks to remove barriers to adoption of zero-emission trucks, such as cost, land, and ownership of charging equipment.	Port of Oakland	In 2020 and 2021 the Subcommittee received and discussion information from PG&E, East Bay Community Energy, and the Port of Oakland. The Port of Oakland continues to work on long-term planning and upgrades to its electrical system to accommodate future generations of zero-emission trucks. Actions in 2021 include installation of ten (10) electrical charging units for zero-emission trucks being used by Shippers Transport Express; initiation of upgrades and modernization to key substations; funding applications for the development of fuel cell and solar power facilities to provide local, zero-emission electricity to Port facilities; planning for truck electrification at the Roundhouse parking facility; and support for a fuel cell zero-emission truck demonstration project.	near-term

PARTNER STRATEGIES: PORT & FREIGHT				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
26	The City and Port of Oakland will work to establish permanent locations for parking and staging of Port related trucks and cargo equipment, i.e. tractors, chassis, and containers. Such facilities will provide long-term leases to parking operators and truck owner-operators at competitive rates. Such facilities will be at the City or Port logistics center or otherwise not adjacent to West Oakland residents.	City of Oakland & Port	During 2020 and 2021, the Subcommittee discussed potential parking for zero-emission vehicles under local freeways and formed a working group to explore this option in more detail. The City of Oakland continued efforts with OMSS, EBMUD, EBCE and others to develop sustainable zero-emission truck parking and infrastructure within the Oakland Gateway area. OMSS currently provides truck parking and related services to nearly 300 operators at the Burma/Wake Ave site. The City is working to improve the Wake Ave side of the site and under the freeway so OMSS can expand its offering and truckers will have the options of using the facility on a self-service basis. With the new Master Fee Schedule, the City now has fees for monthly and daily parking.	near-term
36	The City of Oakland requires industrial and warehouse facilities to provide electrical connections for electric trucks and transport refrigeration units in support of CARB regulations.	City of Oakland	The City has included external electrical connections as part of the options list for GHG mitigation under CEQA for the Howard Terminal development. Staff have not identified another mechanism for requiring these connections for existing buildings. Note that these standards are part of the Zero Emission Vehicle Action Plan currently under development, expected to be brought to City Council for consideration in early 2022.	long-term

PARTNER STRATEGIES: PORT & FREIGHT				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
37	The Port of Oakland, as part of the 2020 and Beyond Seaport Air Quality Plan, supports the transition to zero-emission drayage truck operations, including setting interim year targets out to 2035, coordinating an extensive zero-emission truck commercialization effort, working with the City of Oakland to amend local ordinances to increase the allowable weight limits for single-axle, zero-emission trucks on local streets located within the Port and the Oakland Army Base/Gateway areas, and developing an investment plan for needed upgrades to the Port's electrical infrastructure. The Port of Oakland also works with the California Public Utilities Commission and the California Energy Commission to study the development of time-of-day electric rate structures favorable to truck operators.	Port of Oakland	The Subcommittee received and discussed presentation on both battery and hydrogen zero-emission trucks; discussed equity issues related to owner-operators; discussed barriers to implement electric trucks; discussed working with CARB, the Port and the trucking community to host a trucker faire in 2022. The Port continues to study the issues related to the transition to zero-emission drayage trucks, including working with the City of Oakland on adjustments to local ordinances on allowable weight limits for trucks. The Port completed development of ten electric truck charging units, applied for funding for a solar power development and a fuel cell power system, allocated money in its Capital Improvement Program to replace and upgrade local substations and continued its planning for additional power upgrades. The Port also is contributing to a thirty-vehicle demonstration of hydrogen powered electric vehicle trucks.	near-term
38	The City of Oakland, consistent with the West Oakland Truck Management Plan: 1) improves training for police officers, community resource officers, and parking control technicians who issue truck and trailer parking tickets; 2) changes the parking regulations so they are easier to enforce; 3) increases truck parking fines; 4) targets enforcement at specific times and locations; and 5) improves signage directing drivers to available truck parking.	City of Oakland	In the summer of 2020, the City and Port engaged West Oakland Stakeholders to get feedback on the truck routes and truck parking proposals contained in the Truck Management Plan (TMP). Concerns were raised about Frontage Road and since then, the City and Port studied various scenarios for Frontage Road. An announcement will be made soon about the availability of the Frontage Road study. Check the TMP website for updates.	near-term
39	The City of Oakland, consistent with the West Oakland Truck Management Plan: 1) improves signage regarding existing truck routes; 2) works with businesses on preferred routes to use when destinations are not located on truck routes; and 3) adds to, or changes, truck routes and prohibited streets.	City of Oakland	In the summer of 2020, the City and Port engaged West Oakland Stakeholders to get feedback on the truck routes and truck parking proposals contained in the Truck Management Plan (TMP). Concerns were raised about Frontage Road and since then, the City and Port studied various scenarios for Frontage Road. An announcement will be made soon about the availability of the Frontage Road study. Check the TMP website for updates.	near-term

PARTNER STRATEGIES: PORT & FREIGHT				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
40	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.	City of Oakland	The Subcommittee took no action on this strategy during 2020 or 2021.	mid-term
42	The City and Port of Oakland award 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.	City of Oakland & Port	Not Yet Underway.	mid-term
43	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.	Port of Oakland	The Port of Oakland is currently studying truck flow, congestion and parking needs as part of their 2021 Strategic Planning process.	long-term
44	The Alameda County Transportation Commission works with West Oakland residents and businesses to develop mitigations to short- and long-term impacts caused by the construction of the 7th St Grade Separation East Project and the implementation of other elements of the GoPort Initiative.	ACTC	The Metropolitan Transportation Commission (MTC) award \$600,000 in Priority Conservation Areas program grant funds to WOEIP in conjunction with Alameda CTC matching funds of \$300,000, and CARB provided \$125,000 and the Port has awarded \$50,000; these funds will support tree planting activities in the Prescott neighborhood.	mid-term
63	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.	Port of Oakland	The Port completed a feasibility study of this measure in December 2020. The study concluded that implementation is currently not feasible due to the lack of vessels with IMO-Tier 3 engines and vessel scheduling largely driven by routes to the Ports of Los Angeles and Long Beach.	long-term
64	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.	Port of Oakland	The Port completed a feasibility study of this measure in December 2020. The study concluded that implementation is currently not feasible due to rail car volumes being too low to prompt railways to prioritize Tier 4 locomotives at a reasonable incentive amount. The study also notes that no current clean locomotive incentive program exists within the US. CARB and the South Coast AQMD are studying an incentive program as part of the 2022 State Implementation Plan effort that may serve as a template for a program in Oakland.	long-term



PARTNER STRATEGIES: PORT & FREIGHT				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
65	The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.	Port of Oakland	Not Yet Underway.	long-term

PARTNER STRATEGIES: LAND USE				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024
1	The City of Oakland continues working with California Waste Solutions and CASS, Inc. to relocate operations to the former Oakland Army Base and works with the property owners and local residents to redevelop the former sites in West Oakland with new business and light industrial uses that fit into a green economy.	City of Oakland	Oakland City Council approved land use entitlements to allow CWS to establish its recycling facility on the City's land at the former Oakland Army Base (now the Gateway Industrial District). This transfer of parcel ownership to CWS will relocate a source of air pollution from the residential community of West Oakland to industrial lands. In 2021, the Subcommittee continued to work with the City to identify incentives, as well as to help develop criteria for suitable relocation sites for CASS and other industrial sites, and to redevelop former sites in West Oakland with green economy businesses. These actions will be considered as part of City's industrial lands policy scheduled for completion in 2023.	near, mid and long term
4	Consistent with measures in the West Oakland Specific Plan, the City of Oakland identifies locations outside of West Oakland for heavier industrial businesses currently in West Oakland that contribute to air pollution emissions and negative health outcomes in West Oakland.	City of Oakland	These actions will be considered as part of City's development of land use tools to reduce emissions from truck attracting businesses, scheduled for completion in 2023.	near, mid and long term
5	The City of Oakland and Port of Oakland amends existing Ordinances, Resolutions, or Administrative policies to accelerate relocation of truck yards and truck repair, service, and fueling businesses in West Oakland currently located within the freeway boundaries that do not conform with the zoning designations adopted in the West Oakland Specific Plan.	City of Oakland	Both the Land-Use and Port & Freight Subcommittees have discussed this strategy and want to see equitable outcomes for residents as well as truck operators. In 2021, the City continued work on zoning amendments to address polluting businesses and magnet sources. City staff will present Planning Code Amendments to City Council in late 2021 and recommend updates to conditional use permit (CUP) and non-conforming use termination timeframes (i.e., the amount of time that may transpire between change of ownership at a conditionally permitted business or business that is "non-conforming" (i.e., "grandfathered").	near term

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6	The City of Oakland uses incentives and subsidies to relocate businesses away from West Oakland that do not conform with the zoning designations adopted in the West Oakland Specific Plan. The Air District will provide emissions data and technical support to assist the City in these efforts and to ensure that any relocated businesses do not cause exposure issues at the new location.	City of Oakland	These actions will be considered as part of City's development of land use tools to reduce emissions from truck attracting businesses, scheduled for completion in 2023.	near term
7	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.	City of Oakland	The City is moving forward with amendments in 2021 to the Emissions Reduction Planning Code that will add additional health-protective criteria for new heavy industrial uses within 500 feet of residential uses (requirements for Health Risk Assessment, etc.).	mid-term
8	The City of Oakland amends existing City Ordinances and Administrative policies to list new truck yards and truck service, repair and fueling businesses as prohibited uses within the area of West Oakland that is inside the freeways (excluding the Port, OAB, and 3rd St. corridor of Jack London Square from Brush St. to Union St.).	City of Oakland	Completed during 2014 rezoning as part of the West Oakland Specific Plan process; see Strategy #7 for additional action re 2021 Emission Reduction Planning Code.	near term
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community	City of Oakland	The City is moving forward with amendments in 2021 to the Emissions Reduction Planning Code that add additional CUP criteria (including a potential checklist of actions to reduce truck impacts) related to businesses that attract truck trips.	mid-term
13	The City of Oakland conducts a study regarding development fees for environmental mitigations.	City of Oakland	The Subcommittee believes that moving services for residents closer to residential areas will benefit the health and wellbeing of the community. To be considered as part of the City's General Plan update process.	near term
15	The City of Oakland continues requiring new developments to provide infrastructure for electrical vehicle charging stations.	City of Oakland	Completed. The City requires this for all new construction, which must have hook ups and "make-ready infrastructure" for vehicle charging stations; requires 100% of parking spaces in residential buildings to be plug-in electric capable; adopted standard requirements can be found on the City's Municipal Code and Charter page, in Chapter 15.04, Part 11.	near term

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17	The City of Oakland adopts policies to lessen air quality impacts of residential and office buildings through the reduction or elimination of natural gas systems.	City of Oakland	City Council adopted a complete ban on natural gas infrastructure for all new buildings in December 2020 (Ordinance No. 13632). Informational reports are planned for City Council in late 2021 on proposed approaches for eliminating natural gas systems in existing buildings. By end of 2022, staff will have a draft or final plan for electrifying all existing buildings.	near and long term
20	The City of Oakland revises development requirements to require the implementation of as many transportation demand management (TDM) strategies as feasible by developers of new buildings.	City of Oakland	OakDOT is currently enforcing TDM compliance on a case-by-case basis and is seeking capacity for more proactive TDM plan monitoring.	near term
22	The City of Oakland adopts more stringent air quality construction and operations requirements.	City of Oakland	The Subcommittee suggests that Oakland look at neighboring cities for model construction ordinances. The City will consider this strategy as part of General Plan update process.	near term
25	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.	City of Oakland	To be considered as part of General Plan update process.	near term
27	The City of Oakland and other appropriate local agencies limit fugitive dust from construction activity through better enforcement of existing regulations and permit requirements.	City of Oakland	To be considered by the City as part of General Plan update process.	near term
77	Consistent with the Healthy Development Guidelines, the City of Oakland implements a project-wide smoking ban in Oakland at new developments.	City of Oakland	City has started conversations with Alameda County Department of Public Health and started workgroup with County and other community partners.	near term
78	Consistent with the State's Building Energy Efficiency Standards for air filtration in effect as of January 1, 2020, the City of Oakland requires newly constructed buildings of four or more habitable floors to include air filtration systems equal to or greater than MERV 13 (ASHRAE Standard 52.2), or a particle size efficiency rating equal to or greater than 50 percent in the 0.3-1.0 µm range and equal to or greater	City of Oakland	Completed. This requirement is in effect as part of the Oakland Municipal Code.	near term

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	than 85 percent in the 1.0-3.0 $\mu\text{m}$ range (AHRI Standard 680).			
81	The City of Oakland works 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 includes coordination with State and local agencies to develop criteria for green business certification for new and existing businesses.	City of Oakland	The Subcommittee believes that moving services for residents closer to residential areas will benefit the health and well being of the community. The City will consider this strategy as part of General Plan update process.	near and mid term
83	The City of Oakland works with community partners to implement the Healthy Development Guidelines for new building projects.	City of Oakland	To be considered as part of General Plan update process.	near term
88	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.	City of Oakland	This action has been paused while EBCE restructures its rate offerings. EBCE is eliminating the Brilliant 100 option in 2021; the Subcommittee recommends that the Steering Committee reconsider this Strategy.	near term

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
45	The City of Oakland collaborates with AC Transit, BART, Emery-Go-Round, and the local community to implement the broad array of transit improvements identified in the West Oakland Specific Plan.	City of Oakland	In Feb. 2021 OakDOT submitted applications to ACTC's Capital Investment Program for the West Oakland Transit Improvements project to upgrade 13 bus stops in West Oakland, and the Subcommittee heard a presentation from AC Transit on the status of each of the eleven projects called out in the West Oakland Specific Plan (WOSP) and prioritized projects by high, medium, and low.	near term
46	The City of Oakland collaborates with MTC and ACTC to consider a program for extending car sharing to low-income individuals and groups.	City of Oakland	The City of Oakland will explore Electric Vehicle (EV) Car Share as part of the Zero Emission Vehicle Action Plan. Oak dot is in preliminary conversations with car sharing providers. The lack of public EV Charging in West Oakland is a major barrier to establishing an EV program. OakDOT completed a survey on free-floating car share; see <a href="https://www.oaklandca.gov/documents/an-evaluation-of-free-floating-carsharing-in-Oakland-for-results">https://www.oaklandca.gov/documents/an-evaluation-of-free-floating-carsharing-in-Oakland-for-results</a> .	mid term
47	AC Transit implements the Grand Avenue transit improvements identified in its Bus Rapid Transit Plan, as well as mitigations if the improvements cause increases in truck and auto idling on Grand Avenue.	AC Transit	In Feb 2021, AC Transit made a presentation to the Subcommittee on current and future transit in West Oakland which included information about the planned Grand Avenue transit improvements. OakDot made a presentation to the Subcommittee in Dec. 2020 on the Grand Avenue Mobility Plan, a related project to make improvements to serve pedestrians, cyclists, and transit users.	near term
55	The Bay Area Rapid Transit District will develop a bike station with controlled access at the West Oakland BART Station.	BART	In Jan 2021, WOEIP and Air District representatives met with BART staff to share information about WOCAP strategies and learn about BART's plans for bicycle and pedestrian access improvements at West Oakland BART. In March 2021, WOEIP and Air District representatives met with Mandela Station development project staff to learn more about the bike station and share information about the WOCAP.	near term
56	The City of Oakland implements the broad array of bicycle and pedestrian improvements identified in the West Oakland Specific Plan, the 2019 Oakland Bike Plan, and the 2017 Oakland Walks Pedestrian Plan.	City of Oakland	In Dec. 2020, the Subcommittee heard a presentation from Jennifer Hartle (San Jose State University) on focus groups she conducted with Oakland youth regarding bicycle and cargo cycle use. In Jan 2021, MTC presented to the Subcommittee information on the West Oakland Link Project. In Feb 2021 OakDOT submitted and was awarded a Caltrans Active Transportation Program grant for the 7th Street Connection project which will provide protected bike lanes, street trees, pedestrian crossing improvements, and truck/bus only lanes on 7th Street between Mandela and MLK; design and community engagement to begin in fall 2021.	near term

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
58	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.	City of Oakland	The Subcommittee does not consider this Strategy viable and recommends that the Steering Committee not pursue this Strategy further. OUSD does not support this Strategy.	
59	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.	City of Oakland & Caltrans	Working with WOEIP and OakDot, in November 2020 Oakland Public Works began enforcing street sweeping related parking regulations on Market Street (after a pause due to COVID-19). In Feb 2021 City Council authorized the purchase of a mini street sweeper meant for bike lanes and Caltrans made a presentation to the Subcommittee on its road dust research.	near term
89	The Alameda CTC and Caltrans will continually engage with the community, at a minimum through participation in quarterly meetings of the WOCAP implementation committee, on early project planning and delivery for projects in West Oakland where Alameda CTC and/or Caltrans is the project sponsor in order to ensure projects do not increase transportation impacts on residents. These projects will undergo appropriate reviews to assess the environmental and health impacts, and potential local benefits, and adopt associated mitigation measures so they do not result in a net increase in air pollution or health inequities for residents most impacted by the county's freight transportation system in West Oakland.	ACTC & Caltrans	The Agency Co-Chair for this Subcommittee is a representative of Caltrans. In Feb 2021 Caltrans made a presentation updating the Subcommittee on the Active Transportation Program, Prescott Buffer Study, progress on establishing zero-emissions truck parking in the Caltrans ROW, and other efforts. Alameda CTC staff regularly attend Steering Committee and Subcommittee meetings, funding round tables with MTC and other partners, and is available to update the Subcommittee on its projects when requested.	near term

PARTNER STRATEGIES: HEALTH & LIVING BUFFERS				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
10	The City of Oakland creates a comprehensive, area-wide urban canopy and vegetation plan that identifies locations that trees can be added and maintained, such as parks and along Caltrans' rights-of-way and develops a plan to protect existing trees that reduce exposure to air pollution emissions in West Oakland. This includes partnering with local nonprofit groups, encouraging trees on private property, and working with the community on tree maintenance and (as needed) removal. The development of the Oakland Urban Forest Master Plan will inform this work.	City of Oakland	The Subcommittee heard presentations from the City presented the Equitable Climate Action Plan, Citywide Tree Inventory, and Urban Forest Master Plan. The Metropolitan Transportation Commission (MTC) award \$600,000 in Priority Conservation Areas program grant funds to WOEIP in conjunction with Alameda CTC matching funds of \$300,000. CARB provided \$125,000 and the Port has awarded \$50,000; these funds will support tree planting in the Prescott neighborhood. The Subcommittee recommends incorporating implementation of this strategy through the Adapt Oakland Plan.	near term
11	The City of Oakland works with local groups to train residents to maintain biofilters.	City of Oakland	See Strategy #10	mid term
16	The City of Oakland, in partnership with the Steering Committee, CARB and the Air District, studies the exposure reduction benefit of requiring solid or vegetative barriers to be incorporated into site design between buildings and sources of air pollution (for example, a freeway).	City of Oakland	See Strategy #10	mid term
23	The City adds the AB 617 Steering Committee Co-Chairs to the official lists to receive notification of "Applications on File" for discretionary planning projects and "Meeting Agendas" of the Planning Commission and its five subcommittees, and the Landmarks Preservation Board.	City of Oakland	Completed - The Steering Committee and Co-Chairs have been added to the City's notification list.	near term
76	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.	City of Oakland	In 2021 WOEIP and EDF formed the Health Equity Advisory Committee (HEAC). The HEAC will bring together health experts from various agencies to further study the Plan's health strategies and make recommendations to the Steering Committee regarding both health and equity.	near term
79	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.	City of Oakland	No action in 2021.	near term
82	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.	OEHHA	See Strategy #76.	long term



PARTNER STRATEGIES: HEALTH & LIVING BUFFERS				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
84	The Alameda County Public Health Department expands its Asthma Management programs.	Alameda County Public Health Department	The Subcommittee heard a presentation from ACPHD on the Asthma Start and other asthma related programs and provided the group information on the County's COVID response. The Air District initiated discussions with ACPHD and BayRen on how to leverage each other's programs working at the nexus of public health, energy efficiency, home weatherization, and air quality. These partners applied and received a \$2 million dollar grant through the California Attorney General's office Automobile Emissions Research and Technology Fund.	near term
85	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.	City of Oakland	See Strategy #76 and 84	near term
86	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.	Alameda County Public Health Department	See Strategy #84	mid term