



BOARD OF DIRECTORS
COMMUNITY EQUITY, HEALTH, AND JUSTICE COMMITTEE

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

COMMITTEE MEMBERS

DAVINA HURT – CHAIR
MARGARET ABE-KOGA
JOHN GIOIA
SERGIO LOPEZ
STEVE YOUNG

TYRONE JUE – VICE-CHAIR
PAULINE RUSSO CUTTER
DAVID HAUBERT
NATE MILEY

THIS MEETING WILL BE CONDUCTED UNDER PROCEDURES AUTHORIZED BY ASSEMBLY BILL 361 (RIVAS 2021) ALLOWING REMOTE MEETINGS. THIS MEETING WILL BE ACCESSIBLE VIA WEBCAST, TELECONFERENCE, AND ZOOM. A ZOOM PANELIST LINK WILL BE SENT SEPARATELY TO COMMITTEE OR BOARD MEMBERS

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COMMUNITY EQUITY, HEALTH, AND JUSTICE COMMITTEE MEETING AGENDA

THURSDAY, DECEMBER 1, 2022

9:30 AM

1. **Call to Order - Roll Call**
2. **Pledge of Allegiance**
3. **Public Meeting Procedure**

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

This meeting will be webcast. To see the webcast, please visit www.baaqmd.gov/bodagendas at the time of the meeting. Closed captioning may contain errors and omissions and are not certified for their content or form.

***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 two minutes each to address the Committee. No speaker who has already spoken on that item will be entitled to speak to that item again.*

CONSENT CALENDAR (Item 4)

4. Approval of the Minutes of November 3, 2022

The Committee will consider approving the draft minutes of the Community Equity, Health and Justice Committee meeting of November 3, 2022.

PRESENTATION(S)

5. Community Perspectives

This is an informational item that will be presented by Air District Community Advisory Council (CAC) Co-Chair Latasha Washington, who will share information regarding the work she does within the community and stress the importance of establishing a liaison between the Board of Directors and the CAC.

6. West Oakland Community Action Plan Annual Report

This is an informational item that will be presented by Alison Kirk, Planning & Climate Protection Assistant Manager, and representatives of West Oakland Environmental Indicators Project to provide a progress report on Owning Our Air: The West Oakland Community Action Plan (WOCAP) implementation activities conducted between July 1, 2021 and June 30, 2022.

7. Assembly Bill (AB) 617 Program Update

This is an informational item that will be presented by Air District staff, Karissa White, Aneesh Rana, and David Ralston, on the AB 617 Program Update for the Path to Clean Air, East Oakland Community Steering Committee process and the Bayview Hunters Point/ Southeast San Francisco nomination process.

OTHER BUSINESS

8. Public Comment on Non-Agenda Matters

Pursuant to Government Code Section 54954.3

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

9. Committee Member Comments

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

10. Report of the Senior Deputy Executive Officer of Policy & Equity

11. Time and Place of Next Meeting

At the Call of the Chair.

12. Adjournment

The Committee meeting shall be adjourned by the Chair.

CONTACT:

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

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

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

Accessibility and Non-Discrimination Policy

The Bay Area Air 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 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, Suma Peesapati, at (415) 749-4967 or by email at speesapati@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 2022

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Mobile Source and Climate Impacts Committee– CANCELLED AND RESCHEDULED TO NOVEMBER 28, 2022 AT 9:30 A.M.	Thursday	24	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee	Monday	28	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Path to Clean Air Community Emissions Reduction Plan Steering Committee	Monday	28	5:30 p.m.	Webcast only pursuant to Assembly Bill 361

DECEMBER 2022

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Community Equity, Health and Justice Committee	Thursday	1	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Advisory Council Meeting – CANCELLED & RESCHEDULED TO THURSDAY, DECEMBER 15, 2022 AT 8:30 A.M.	Monday	5	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Meeting	Wednesday	7	9:00 a.m.	1 st Floor, Board Room (In person option available) <u>and</u> REMOTE pursuant to Assembly Bill 361
Board of Directors Special Meeting - CANCELLED	Wednesday	7	12:00 p.m.	1 st Floor, Board Room (In person option available) <u>and</u> REMOTE pursuant to Assembly Bill 361
Board of Directors Legislative Committee	Monday	12	1:00 p.m.	Webcast only pursuant to Assembly Bill 361
Advisory Council Meeting	Thursday	15	8:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Stationary Source and Climate Impacts Committee - CANCELLED	Monday	19	9:00 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Meeting	Wednesday	21	9:00 a.m.	1 st Floor, Board Room (In person option available) <u>and</u> REMOTE pursuant to Assembly Bill 361

DECEMBER 2022

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Administration Committee	Wednesday	21	11:00 a.m.	1 st Floor, Board Room (In person option available) <u>and REMOTE</u> pursuant to Assembly Bill 361
Board of Directors Mobile Source and Climate Impacts Committee - CANCELLED	Thursday	22	9:30 a.m.	Webcast only pursuant to Assembly Bill 361
Board of Directors Budget and Finance Committee - CANCELLED	Wednesday	28	9:30 a.m.	Webcast only pursuant to Assembly Bill 361

MB 11/23/22- 1:23 p.m.

G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Davina Hurt and Members
of the Community Equity, Health and Justice Committee

From: Sharon L. Landers
Interim Executive Officer/APCO

Date: December 1, 2022

Re: Approval of the Minutes of November 3, 2022

RECOMMENDED ACTION

Approve the attached draft minutes of the Community Equity, Health and Justice Committee meeting of November 3, 2022.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the draft minutes of the Community Equity, Health and Justice Committee meeting of November 3, 2022.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Sharon L. Landers
Interim Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

ATTACHMENTS:

1. Draft Minutes of the Community Equity, Health and Justice Committee Meeting of November 3, 2022

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

Community Equity, Health and Justice Committee Meeting
Thursday, November 3, 2022

DRAFT MINUTES

Note: Audio recordings of the meeting are available on the website of the Bay Area Air Quality Management District at www.baaqmd.gov/bodagendas

This meeting was conducted under procedures authorized by Assembly Bill 361 (Rivas 2021). Members of the Committee participated by teleconference.

1. CALL TO ORDER – ROLL CALL

Community Equity, Health and Justice Committee (Committee) Vice Chairperson, Tyrone Jue, called the meeting to order at 9:31 a.m.

Roll Call:

Present: Vice Chairperson Tyrone Jue; and Directors Margaret Abe-Koga, Pauline Russo Cutter, John Gioia, David Haubert, and Nate Miley.

Absent: Chairperson Davina Hurt; and Directors Sergio Lopez, and Steve Young.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC MEETING PROCEDURE

4. OVERVIEW OF CALENVIROSCREEN (OUT OF ORDER, ITEM 6)

NOTED PRESENT: Director Miley was noted present at 9:38 a.m.; Director Cutter was noted present at 10:06 a.m.

Dr. Judith Cutino, Health Officer, introduced Laura August, Research Scientist at the Office of Environmental Health Hazard Assessment (OEHHA), who gave the presentation *CalEnviroScreen 4.0*, including: what are the cumulative impacts; indicators; indicator example of Particulate Matter (PM)_{2.5}; indicator major updates; indicator scoring; model; scoring calculation example; results; interactive products; inequitable distribution of burden; uses of CalEnviroScreen; Senate Bill disadvantaged communities; priority populations; California Climate Investments; and other uses of CalEnviroScreen.

Public Comments

Public comments were given by Jed Holtzman, San Francisco resident.

Committee Comments

The Committee and staff discussed whether OEHHA has increased the number of census tracts that are used to identify communities since Version 1.0 was released in 2011; and how the ranking of identified priority communities in California affects the State’s distribution of climate funding.

Committee Action

None; receive and file.

5. APPROVAL OF THE MINUTES OF OCTOBER 6, 2022 (ITEM 4)

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Haubert made a motion, seconded by Director Abe-Koga, to **approve** the Minutes of October 6, 2022; and the motion carried by the following vote of the Committee:

AYES: Abe-Koga, Cutter, Gioia, Haubert, Jue, Miley.
NOES: None.
ABSTAIN: None.
ABSENT: Hurt, Lopez, Young.

6. COMMUNITY PERSPECTIVES (ITEM 5)

The Committee then received an oral presentation from Cindy Curiel, Clinical Research Coordinator at the University of California San Francisco, who oversees the University’s Youth Participatory Action Research Student Interns Program. This is an 8-week summer program that engages high school students from the Richmond area. Students attend class sessions 5 days a week to conceptualize, design, carry out, and analyze research topics/questions that are important to them as youth leaders in their communities. The focus of their projects is centered around environmental and health disparities in Richmond and surrounding areas.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the benefits of youth working with partner agencies, such as LifeLong Medical Care; the importance of linking population, community, and individual health; the way in which each new cohort’s focus is determined; and ways in which connections between new and former cohorts are maintained.

Committee Action

None; receive and file.

7. DIVERSITY, EQUITY, AND INCLUSION OFFICE UPDATE AND REPORT OF THE AIR DISTRICT'S EQUITY RESOURCE TEAM

Tim Williams, Diversity, Equity, and Inclusion Manager, gave the staff presentation *Diversity, Equity, and Inclusion Office Update and Report of the Air District's Equity Resource Team*, including: outcome; requested action; agenda; collaborative efforts; listening circles; trainings; demographics by race and ethnicity; demographics by race and ethnicity summary; demographics by gender; demographics by gender summary; demographic highlights; and Equity Resource Team.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the structure of the Air District’s Diversity, Equity, and Inclusion Office and how it interacts with other Air District divisions; lessons learned from similar offices in other California air districts; and the City of San Francisco’s Racial and Social Equity Assessment Tool (RSEAT), which evaluates Climate Action Plan emissions reduction strategies for racial and social equity impacts.

Committee Action

None; receive and file.

8. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

9. COMMITTEE MEMBER COMMENTS

Director Cutter thanked the Committee and staff, as this is her final Community Equity, Health, and Justice Committee meeting before her retirement.

10. TIME AND PLACE OF NEXT MEETING

Thursday, December 1, 2022, at 9:30 a.m., via webcast, teleconference, or Zoom, pursuant to procedures in accordance with Assembly Bill 361 (Rivas 2021).

11. ADJOURNMENT

The meeting was adjourned at 11:17 a.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Davina Hurt and Members
of the Community Equity, Health and Justice Committee

From: Sharon L. Landers
Interim Executive Officer/APCO

Date: December 1, 2022

Re: Community Perspectives

RECOMMENDED ACTION

None; presentation only.

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.

Pathways to Achievement of Total Health in Students (PATHS) works with underserved communities to address the opioid crisis by creating special projects that focus on harm reduction. Touro University California has partnered with Kaiser Permanente Vallejo to offer a PATHS mentoring program for Vallejo High School students and 7th and 8th graders at Mare Island Health and Fitness Academy. This program focuses on increasing substance abuse education and decreasing substance abuse in the local Vallejo community.

The Air District Community Advisory Council (CAC) advises and consults with the Board of Directors and the Executive Officer on community related matters and environmental justice issues. The CAC is composed of 17 members representing the nine Bay Area counties of Solano, Contra Costa, San Francisco, Alameda, San Mateo, Santa Clara.

DISCUSSION

Latasha Washington will share information regarding her work at PATHS and her work leading a mentorship program for high school and middle school students. The mentorship program guides students to make sound decisions, raise awareness about substance use/abuse, and helps support their decision-making and confidence to graduate.

As the Air District Community Advisory Council Co-Chair, Ms. Washington will share her perspective and experiences leading the Council since its inception. In addition, Co-Chair Washington will share her thoughts on the importance of the Board of Directors designating a liaison between the Board and the Community Advisory Council.

Councilmember Washington is a public health specialist. As a Richmond native, she has experienced and understands the adversities residents face living in an underserved community. She obtained her undergraduate degree in Biological Sciences from California State University, Sacramento and her master's degrees in Health Science and Public Health from Touro University California in Vallejo, CA.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Sharon L. Landers
Interim Executive Officer/APCO

Prepared by: Tim Williams
Reviewed by: Veronica Eady

ATTACHMENTS:

None

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Davina Hurt and Members
of the Community Equity, Health and Justice Committee

From: Sharon L. Landers
Interim Executive Officer/APCO

Date: December 1, 2022

Re: West Oakland Community Action Plan Annual Report

RECOMMENDED ACTION

None; presentation only.

BACKGROUND

Assembly Bill 617 (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 three years, the Steering Committee and the Co-leads have worked together to implement *Owning Our Air*.

DISCUSSION

At the 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. WOEIP staff will share an update on the community-facing tracking tool and community engagement activities.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Sharon L. Landers
Interim Executive Officer/APCO

Prepared by: Alison Kirk
Reviewed by: Henry Hilken

ATTACHMENTS:

1. Attachment A, Cover Sheet - Owing Our Air Annual Progress Report Strategy Status, December 2022
2. Attachment A, Table - Owing Our Air Annual Progress Report Strategy Status, December 2022

Attachment A: Owing Our Air Annual Progress Report Strategy Status, December 2022

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)* during the July 1, 2021 to June 30, 2022 reporting period. 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, propose adoption, and/or otherwise implement, for example, Air District regulations or incentives.
2. **Air District Metrics:** A summary of cumulative meetings, enforcement actions, and incentives dollars and emissions reduced from incentive programs.
3. **CARB Strategies:** These strategies commit the California Air Resources Board (CARB) to lead, propose adoption, and/or otherwise implement, for example, CARB regulations.
4. **CARB Incentives:** A summary of incentive-related activities in which CARB has participated cumulatively; including events, projects, and funds spent, organized by incentive funding program.
5. **Partner Strategies:** These strategies propose 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	2022 Status
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 US Army Corps of Engineers – Oakland Harbor Turning Basins Widening Navigation Study Integrated Feasibility Report and Environmental Assessment, and the West Oakland Link Project, and started working with the City to develop the City's General Plan Update.
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.	The Air District started emissions estimation for roadway sources to develop a base case scenario for the I-880 and I-580 study area. The Air District continued collaboration with Caltrans and completed review of the proposed work scope for the I-580 Truck Access Study: Community, Equity, Traffic, and Environment. Funding for the study has been approved by Caltrans; an RFP for study consultants to be issued in Fall 2022; work is anticipated to begin Winter 2023.
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.	See Strategy #10.
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 are in the process of developing the incentive program for replacing back-up diesel generators with clean technologies.
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.	While the Air District didn't fund any electrification projects in West Oakland during the reporting period, the Air District continued to partner with the Port of Oakland and others to advance zero emissions technology and infrastructure at the Port. See also Strategy 19.
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.	To meet the intent of this strategy, the Port, Air District and others initiated the "West Oakland Sustainable Port Collaborative" in 2021 to work with the Port to develop and finalize the Port's electrification plan. The Port's Board has formed an environmental committee to oversee the development and build out of the electrification plan. The Sustainable Port Collaborative met once within the 2022 reporting period, in March. The March meeting focused on zero emission cargo handling equipment Air District staff are integral members of the Collaborative and made a presentation at the March Meeting.

Air District Strategies		
Strategy#	Strategy Description	2022 Status
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.	Completed per 2021 Annual Report. See District metrics for more information.
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.	<ul style="list-style-type: none"> Through CAPCOA, the Air District worked with CARB to increase the cost effectiveness limits and maximum funding amounts for certain low and ZE on-road vehicle projects, allowing for higher funding opportunities for applicants; Air District continues to advocate for streamlining program requirements and increased funding for ZE on-road projects (under the VIP program) through CARB's Incentive Program Advisory Group (IPAG). Continue to provide information to operators at the Port of Oakland through workshops and meetings.
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.	<ul style="list-style-type: none"> The Air District opened another round of Clean Cars for All funding in August 2021 and has \$6.75 million in funding available. The Air District also continued its light duty vehicle scrappage program, Vehicle Buy Back, to scrap cars of model year 1997 and older. Throughout the year, the Air District worked to update the program and bring changes to the Board for approval. Starting in July of 2022, the Air District changed the eligible model year to 1998.
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 under the Goods Movement and Moyer/CAP, and VW Zero Emission Freight and Marine incentive programs.
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 tugs at the Port to repower with cleaner engines under Carl Moyer, CAP, and VW ZEFM. Outreach to tug owners is ongoing.
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 continues to make funding available for this equipment under Carl Moyer, CAP, and Goods Movement programs. Outreach is ongoing.
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.	The Air District awarded AC Transit a \$4.5 million grant to expand the capacity of the current hydrogen fueling facility at 1100 Seminary Ave in Oakland. This will support AC Transit's Zero-Emission Fleet Plan that commits to running their existing and growing ZE fleet on routes that serve disadvantaged communities including West Oakland. The Air District continues to work with the NorCal Drayage project that is piloting 30 zero-emission hydrogen trucks and associated infrastructure out of the Port of Oakland. (Note that the Air District awarded funding to this Project in October 2022).
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 continues to make funding available for long-haul diesel trucks with zero-emission trucks under Carl Moyer, CAP, and TFCA programs. Staff continues to do targeted outreach to truck owners.

Air District Strategies		
Strategy#	Strategy Description	2022 Status
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.	<ul style="list-style-type: none"> The Air District continues to make funding available for this equipment (> 25hp) under Carl Moyer, CAP, and Goods Movement programs. Outreach is ongoing. Two projects to fund upgrades to nine hybrid rubber-tired gantry cranes (RTGs) at the Port are in the pipeline as potential projects. Through CAPCOA, the Air District is working with CARB to evaluate proposed changes to the Carl Moyer Guidelines for lawn and garden equipment. We anticipate greater incentive opportunities for upgrading commercial equipment to zero-emission equipment once these changes have been approved.
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 e-bikes to qualified residents who scrap an older vehicle. No grantees chose to purchase e-bikes this cycle.
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.	A bonnet system study will be required as part of the Eagle Rock Aggregate project at the Port of Oakland. The project is still pending.
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.	After the failure of AB 426 in 2021, staff did not introduce a similar bill in 2022. Instead, staff monitored ongoing rulemaking at the South Coast AQMD related to magnet sources, that could serve as a model for the BAAQMD either through similar rulemaking, or through legislative activity. Staff may revisit bill introduction in 2023.
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.	<ul style="list-style-type: none"> Priorities for source evaluation and rule development efforts were presented to the Board of Directors at the beginning of 2022 and included plans to begin additional white paper evaluations (including strategies identified in WOCAP) as capacity allows. Work has begun on white paper evaluation of metal recycling and shredding operations and potential control strategies and concepts.
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.	<ul style="list-style-type: none"> Amendments to Regulation 2 to strengthen permitting requirements for toxic emissions – Amendments adopted December 2021. In April 2022, Schnitzer Steel began operating the control equipment for the shredder, which include two regenerative thermal oxidizers (RTOs) to control organic toxic emissions and two acid gas scrubbers to control secondary hydrogen chloride and hydrogen fluoride emissions that are generated by combustion of collected gas from the shredder building. These controls reduced cancer risk from shredder operations (the main source of health impacts from this facility) to less than 3 in a million. Source test confirmation of compliance with applicable limits is underway. The Rule 11-18 preliminary HRA for Schnitzer Steel has been delayed until 2023. This site-wide HRA will include the operation of the shredder controls (RTOs and acid gas scrubbers) and will show the remaining health impacts at the facility to see if any further risk reductions are required. The Rule 11-18 preliminary HRA for East Bay MUD currently anticipated in 2023.

Air District Strategies		
Strategy#	Strategy Description	2022 Status
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.	<ul style="list-style-type: none"> Air District staff are still in the process of developing a CAP incentive program to replace back-up diesel generators with the cleanest, available technology, with anticipated CARB approval and opening of this category by late 2023. The Air District continues to make funding available for eligible portable and stationary engines (> 25hp) under Carl Moyer, CAP, and FARMER programs.
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.	<ul style="list-style-type: none"> Priorities for source evaluation and rule development efforts were presented to the Board of Directors at the beginning of 2022 and included plans to begin additional white paper evaluations (including strategies identified in WOCAP) as capacity allows. Work has not yet begun on white paper evaluation of this source.
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.	<ul style="list-style-type: none"> New GHG Rule 13-5: Hydrogen Plants – Board adopted new rule in May 2022 NOx rules for furnaces and boilers 9-4 & 9-6 – Draft amendments released Q4 2021, CEQA NOP/IS released May 2022, Proposal and CEQA EIR anticipated Q4 2022. Priorities for source evaluation and rule development efforts were presented to the Board of Directors at the beginning of 2022 and included plans to begin additional white paper evaluations (including strategies identified in WOCAP) as capacity allows. Further study is needed for this source; this further work has not yet begun.
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.	<ul style="list-style-type: none"> Rule 8-5 liquid storage tanks – Technical assessment ongoing In June 2022, staff presented an update on this effort to the Air District's Stationary Source and Climate Impacts Committee. Based on further research that was conducted, staff found that rulemaking may have limited potential to effectively achieve substantial VOC emission reductions and recommend removal of this effort from the BARCT schedule. Staff also recommended that toxic emissions from these sources should still be addressed, and the most appropriate strategy would be to pursue these reductions through continued implementation of Rule 11-18.
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.	Agencies no longer pursuing the initiative. (PG&E and EBCE were jointly pursuing this initiative. Ultimately the project did not move forward because PG&E withdrew their CPUC application for the project and terminated the contract with the third-party vendor.)

Air District Strategies		
Strategy#	Strategy Description	2022 Status
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).	<ul style="list-style-type: none"> The Air District continued to work with external partners on logistical efforts to launch the Bay Area Healthy Homes Initiative Program. The expected launch of the program is late fall 2022. The Air District, with guidance and facilitation from our Co-Leads partner, WO EIP, successfully distributed 30 indoor air filter units to West Oakland residents already impacted by respiratory health issues. Each unit included replacement HEPA filters that would ensure optimum function for a calendar year. The Air District worked closely with the West Oakland Health Council and its physicians to identify the best candidates for the indoor air filter units based on previous visits for respiratory health services. \$6,283.58 was spent for 30 replacement filters. The initial effort will serve as a pilot for a deeper partnership between the West Oakland Health Council and the Air District. Our plan is to distribute more indoor air filter units to West Oakland community members in 2023 through our relationship with the local clinic.
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 the potential air quality benefits of a centralized package delivery site such as personal lockers by 2025.	Work on this Strategy anticipated to begin in 2023.
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 need to conduct more research before beginning work
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.	Completed per 2021 Annual Report
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 per 2021 Annual Report

Air District Strategies		
Strategy#	Strategy Description	2022 Status
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)
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 per 2021 Annual Report
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 per 2021 Annual Report
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.
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.	<ul style="list-style-type: none"> The Air District started emissions estimation for all roadway segments in the Bay Area to develop a base case scenario of regional and local road dust emissions inventory. Air District staff continue to serve on the Caltrans advisory panel with CARB and US EPA staff for the research project performed by UC Riverside. The primary goal of this research project is to deliver a model for paved road dust emission factors that improves upon the current AP 42 model for estimating emission factors of road dust (PM 10 and PM 2.5), especially for California freeways with high traffic volume. The model should be able to provide estimates of the uncertainty in the predictions of emission factors. The panel members advise on planned work scope, review technical findings, and participate monthly project progress meetings.

Air District Strategies		
Strategy#	Strategy Description	2022 Status
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 Owing Our Air plan area.	Air District staff need to conduct more research before beginning work on this further study measure.
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 need to conduct more research before beginning work on this further study measure.
FSM 6	The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.	Air District staff need to conduct more research before beginning work on this further study measure.

District Incentive Program	Awarded Incentive Funding October 2018-June 2021		Awarded Incentive Funding July 2021-June 2022 ⁵	
	Funding Amount (\$)	Number of Projects (Qty)	Funding Amount (\$)	Number of Projects (Qty) ⁶
Carl Moyer Program	\$12,427,500	45	\$4,535,255	1
West Oakland Zero Emissions Grant Program	\$1,106,630	11	\$ -	-
Community Air Protection Grant ⁴	\$9,945,366	15	\$ -	-
Clean Cars For All ³	\$279,154	48	\$28,500	3
Charge!	\$1,902	1	\$ -	-
Climate Tech. Finance ³	\$2,500,000	1	\$ -	-
Reformulated Gas Settlement (RFG) Funds	\$25,286	1	\$ -	-
Transportation Fund for Clean Air Fund	\$3,360,000	1	\$ -	-
Vehicle Buyback Program	\$155,800	21	\$3,600	3
Grand Total	\$29,801,638	144	\$4,567,355	7

Notes:

- DPM = Diesel Particulate Matter
- All DMP = PM10
- Emission reductions currently not available
- Data Provided by CARB
- Data consists of Project not already reported
- Includes Project that supports WOCAP but not domiciled in West Oakland

District Incentive Program	Awarded Incentive Funding TAC Emissions Reductions October 2018-June 2021				Awarded Incentive Funding TAC Emissions Reductions July 2021-Attachment June 2022 ⁵			
	DPM ^{1,2} (tons/yr)	PM (tons/yr)	ROG (tons/yr)	NOx (tons/yr)	DPM ^{1,2} (tons/yr)	PM (tons/yr)	ROG (tons/yr)	NOx (tons/yr)
Carl Moyer Program	1.011	1.011	5.684	102.092	-	-	-	-.6
West Oakland Zero Emissions Grant Program	-	0.05	0.17	1.08	-	-	-	-
Community Air Protection Grant ⁴	13.108	-	13.071	328.423	-	-	-	-
Clean Cars For All ³	-	-	-	-	-	-	-	-
Charge!	-	-	-	-	-	-	-	-
Climate Tech. Finance ³	-	-	-	-	-	-	-	-
Reformulated Gas Settlement (RFG) Funds	-	-	-	-	-	-	-	-
Transportation Fund for Clean Air Fund	-	0.005	0.14	2.148	-	-	-	-
Vehicle Buyback Program	-	0.021	2.788	1.678	-	-	0.06	0.03
Grand Total	14.119	1.087	21.853	435.421	0	0	0.06	0.03

Notes:

- DPM = Diesel Particulate Matter
- All DMP = PM10
- Emission reductions currently not available
- Data Provided by CARB
- Data consists of Project not already reported
- A significant AC Transit infrastructure project to expand/upgrade the current hydrogen fueling facility at 1100 Seminary Ave in Oakland was contracted during the reporting period. The project will support AC Transit's expanding fleet of hydrogen fuel cell buses under their Zero-Emission Fleet Plan; infrastructure-only projects have no calculated emissions reductions.

AIR DISTRICT METRICS		January 2019 – June 2021	July 2021-June 2022
Meeting Counts by Strategy Category			
Category		Amount	Amount
<i>Enforcement Total</i>		22	8
<i>Health Programs Total</i>		41	32
<i>Further Study Measures Total</i>		0	0
<i>Land-Use Total</i>		46	26
<i>Mobile Sources Total</i>		54	14
<i>Stationary Sources Total</i>		0	0
Grand Total		163	80

Compliance & Enforcement Metrics		January 2019 – June 2021	July 2021 – June 2022
Category		Amount	Amount
<i>Inspections Total</i>		271	184
<i>Violations Total</i>		34	9
<i>Complaints Total</i>		140	43
Grand Total		445	236

CARB STRATEGIES		
Strategy#	Strategy Description	2022 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.	<p>The CARB Board approved for adoption the HD I/M Regulation at the December 9, 2021 public hearing, with the direction to increase the frequency of periodic vehicle inspections from two a year to four a year for most vehicles equipped with on-board diagnostic (OBD) systems three years after periodic inspections have begun. The inspection frequency will remain at two a year for vehicles not equipped with OBD systems. After the Office of Administrative Law has approved the HD I/M Regulation, first-phase implementation will begin in January 2023 with the deployment of remote emissions monitoring devices to detect potential high-emitting vehicles for additional follow-up testing and emissions-related component repairs, as necessary. Periodic inspections for all vehicles operating in California, including those registered outside of the state, will begin no earlier than January 2024. Vehicles must comply with the HD I/M Regulation to legal operate in California.</p> <p>The On-Board Diagnostics (OBD) data tracking provides the opportunity to quickly and cost effectively collect real-world emissions data from a large number of vehicles. These data, referred to as Real Emissions Assessment Logging (REAL), will be used to identify populations of vehicles for screening and compliance testing, identify the conditions in-use where vehicles are not performing as expected regarding emissions control, and generally better inform CARB's inventory, regulatory, certification, and enforcement programs. For the 2022 and subsequent model years, the engine computers on MD and HD on-road vehicles will track and store data on NOx emissions for diesel vehicles and CO2 emissions on all vehicles. These data will be available for download from the vehicle computers by a physical connection with standardized tools. To ensure that the REAL data are being properly tracked and stored in the on-board computer for each model year, the engine manufacturers are required to provide a representative sample of the REAL data from in-use vehicles generally within 12 months from the start of production of the model year.</p>
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.	The Advanced Clean Fleet regulation development is well under way. Staff is finalizing the proposed regulation language and 45-day package documents, including the Staff Report: Initial Statement of Reasons. The SRIA has already been submitted to and posted on the Dept. of Finance website. Initial Board hearing in October 2022, second hearing in Spring 2023.

CARB STRATEGIES		
Strategy#	Strategy Description	2022 Status
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.	No update at this time.
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.	No update at this time.
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 Board consideration of the amendments to the Cargo Handling Equipment Regulation are expected to occur in 2025, with implementation occurring from 2026 through 2036.
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.	Currently, CARB staff resources assigned to developing a standalone Freight Handbook have been reprioritized to work on developing 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 (https://ww2.arb.ca.gov/ocap_resource_center).
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.	Regulatory documents were posted along with a broadcast of the availability of such documents to relevant listservs. Staff prepared documents for the June 9, 2022 Board Hearing.
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.	On December 9, 2021, the CARB Board approved adoption the Proposed Amendments to the small off-road engine regulations. CARB anticipates it will begin implementation of the amended regulations in 2023.
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.	The At Berth Regulation was amended in 2020 to achieve additional emissions reductions through the inclusion of smaller container and refrigerated cargo fleets. In Spring 2022, CARB staff approved the terminal operator plans for four container terminals at the Port of Oakland specifying the use offshore power at the terminal to reduce emissions from ocean-going vessels

CARB STRATEGIES		
Strategy#	Strategy Description	2022 Status
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.	At the March 24th Board Hearing, the CARB Board approved the Commercial Harbor Craft Amendments, which will take effect on January 1st, 2023. The Board directed staff to release a 15-day package for public comment, and all public comments will be included in the Final Statement of Reasons.
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.	The Standardized Regulatory Impact Assessment (SRIA) will be submitted to, and posted by, the Department of Finance (DOF) 2nd quarter 2022.
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 conducted research with the air districts on primary sources and pollutants within the commercial cooking category. CARB found that most local emissions from commercial cooking come from underfired charbroiling. CARB is now moving forward with the districts to evaluate existing and emerging control technologies for underfired charbroiling. The results of the technology evaluation will determine CARB's next steps.
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.	In August 2021, CARB's Enforcement Division and Office of Community Air Protection participated in an enforcement tour led by the West Oakland Environmental Indicators Project. Over the two-day tour, CARB was able to screen 403 trucks through PEAQS, conduct 55 vehicle inspections, scan on-board diagnostic (OBD) data for 29 trucks, and conduct three facility inspections.
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.	No update at this time.
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.	No update at this time.

CARB STRATEGIES		
Strategy#	Strategy Description	2022 Status
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.	CARB staff participated in a West Oakland Enforcement Field Event hosted by the City of Oakland in August 2022, after the 21-22 reporting period.
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 https://webmaps.arb.ca.gov/edvs/ .	CARB's Enforcement Data Visualization System (EDVS) has been updated with inspection data up to year 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.	CARB staff participated in a West Oakland Enforcement Field Event hosted by the City of Oakland in August 2022, after the 21-22 reporting period.
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.	CARB Enforcement has yet to be approached with suggestions to update strategies in the West Oakland Enforcement Plan.

	Incentive Project Funds						Estimated Project Emissions Reductions			
	2017	2018	2019	2020	2021	Cumulative Total	Oxides of Nitrogen (Tons)	Reactive Organic Gasses (tons)	PM 2.5 (tons)	
CARB Programs										
Advanced Technology Demonstration and Pilot Projects	\$ -	\$ -	\$ -	\$ -	\$ 11,979,914	\$ 4	11,979,914	1.1	0.1	0.2
Car Sharing and Mobility Options Pilot	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	-	-	-
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	\$ 12,742	\$ -	\$ 204,468	0.2	0.0	0.0
Clean Off Road Equipment Voucher Incentive Project	\$ -	\$ -	\$ -	\$ 154,000	\$ -	\$ -	\$ 154,000	0.0	0.0	0.0
Clean Vehicle Rebate Project	\$ 123,000	\$ 182,000	\$ 265,800	\$ 144,000	\$ 242,500	\$ -	\$ 957,300	0.3	0.0	0.2
Community Air Grants	\$ -	\$ 499,712	\$ -	\$ -	\$ -	\$ -	\$ 499,712	-	-	-
Community Air Protection Funds	\$ -	\$ 7,638,000	\$ 9,311,000	\$ 9,688,386	\$ 4,137,000	\$ -	\$ 30,774,386	1,679.5	83.8	43.7
Financing Assistance Incentives Pilot	\$ 5,000	\$ 7,500	\$ 12,000	\$ 21,000	\$ 38,500	\$ -	\$ 84,000	0.0	0.0	0.0
Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	\$ -	\$ 810,000	\$ 360,000	\$ -	\$ -	\$ -	\$ 1,170,000	2.1	0.1	0.0
Off-Road Advanced Technology Demonstration Project	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	5.9	0.7	0.1
Supplemental Environmental Projects	\$ -	\$ -	\$ 2,000,000	\$ 1,067,887	\$ -	\$ -	\$ 3,067,887	-	-	-
Truck Loan Assistance Program	\$ 34,105	\$ -	\$ 70,245	\$ -	\$ -	\$ -	\$ 104,350	-	-	-
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	\$ 162,105	\$ 12,277,212	\$ 62,035,545	\$ 11,429,499	\$ 17,410,656	\$ -	\$ 103,315,016	1,883.3	90.6	45.3

	Incentive Project Funds						Estimated Project Emissions Reductions		
	2017	2018	2019	2020	2021	Cumulative Total	Oxides of Nitrogen (Tons)	Reactive Organic Gasses (tons)	PM 2.5 (tons)
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-
Department of Transportation	\$ -	\$ -	\$ -	\$ 4,720,738	\$ -	\$ 4,720,738	0.0	0.0	0.0
Department of Water Resources	\$ -	\$ 134,902	\$ 73,630	\$ -	\$ -	\$ 208,532	-	-	-
Strategic Growth Council	\$ -	\$ -	\$ 9,117,500	\$ 600,000	\$ 1,410,000	\$ 11,127,500	3.8	0.7	0.1
Workforce Development Board	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	-	-	-
Grand Total	\$ 623,272	\$ 13,082,607	\$ 71,226,675	\$ 16,788,675	\$ 19,420,656	\$ 121,141,884	1,887	91	45

PARTNER STRATEGIES: PORT & FREIGHT

Strategy#	Strategy Description	Lead Agency	2022 Status
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	See Planning Code amendments referenced in Strategy 5 which will ask for truck trip information for new businesses. Caltrans coordination remains a separate task.
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community.	City of Oakland	See Strategy 5.
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	<p>The Port's 2020 and Beyond Plan - Near Term Action Plan includes actions to remove barriers to adoption of zero-emission trucks, such as cost, land and ownership of charging equipment. Activities focused on the electric power supply include building core infrastructure and purchasing more power from PG&E. Part of the strategy includes pursuing grants related to the Port's core electric system and infrastructure such as the Air District-supported MARAD grant in which the Port received \$5.2 million for various clean energy projects. Notable grants submitted and under review include the request for \$60 million for the Port's Green Power Microgrid project, part of the "MegaRegion Dozen" high priority projects in Northern California for new state/federal transportation funds.</p> <p>The West Oakland Sustainable Port Collaborative continues working with the Port to develop and finalize the Port's electrification plan. The Port's Board has formed an environmental committee to oversee the development of the electrification plan and build out.</p>
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	This strategy was incorporated into the Port's Near Term Action Plan as Implementing Action 38. The Port of Oakland offers truck parking at Roundhouse (approx. 20 acres) and are working on securing a provider for public chargers and EV trucks. OMSS continues to provide truck parking and related services to nearly 300 operators at the Burma/Wake Ave site. The City of Oakland has opened a truck parking lot at Wake Avenue and West Grand Avenue at the Gateway Industrial District next to the Port of Oakland. The Wake Avenue Truck Parking Lot provides truck, chassis and container parking spaces on a daily, weekly and monthly basis. Currently available are limited monthly parking for owner-operators and very small fleets.
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	There are requirements for any new facilities as of 2017 per PEV Readiness requirements, but no upgrade requirements for existing facilities.

PARTNER STRATEGIES: PORT & FREIGHT

Strategy#	Strategy Description	Lead Agency	2022 Status
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	Progress on this strategy stems from the Port's work implementing its 2020 and Beyond Plan, specifically focusing on road trucks. The Port reported findings related to demonstration projects testing battery-electric trucks. Findings identified challenges with charging for longer-distance trips.
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	At its April 19, 2022, hearing Oakland City Council adopted new truck parking regulations for West Oakland consistent with the TMP. On August 27, 2022, the City hosted a community meeting to roll out the truck parking regulations including reviewing enforcement protocols. As of Sept. 2022, new truck parking signage has been installed and parking technicians have been trained on the new truck parking regulations. On July 5, 2022, City Council accepted the Sustainable Transportation Equity Project (STEP) grant from the California Air Resources Board. This grant funds work to implement components of the Truck Management Plan, including truck route signage plan and installation, engagement and outreach, and truck and trailer parking enforcement training. OakDOT will use the grant funds to purchase a vehicle license reader (in fall 2022 or winter 2022) to support enforcement efforts.
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	At its April 19, 2022 hearing, Oakland City Council did not pass the updates to the truck route network (TMP Strategy 3) and instead asked for more community process before returning to City Council. The City and Port are currently working on an approach to fulfill this request.
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	In response to community feedback related to trucks parking in the median on Frontage Road received during 2021-2022 outreach, OakDOT identified installation of plastic delineators in the median of Frontage Road as a near-term measure. Its specific objective is to prevent parking in the median. It is being delivered through the Rapid Response Program. The West Oakland STEP grant funds traffic calming recommendations. An implementation plan for this will be developed in Fall 2022.
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	This has not been incorporated into the Port's Near-Term Action Plan

PARTNER STRATEGIES: PORT & FREIGHT

Strategy#	Strategy Description	Lead Agency	2022 Status
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 has undertaken a Long Term Traffic and Circulation Study and a Truck Parking Study. Both will both be part of the Port's Master Plan, expected in 2023.
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	See update for Strategy 10 related to the Prescott Greening project.
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	This strategy will not be pursued because the Port completed a feasibility study and concluded that implementation of this strategy is currently infeasible; however, the Port has contributed in other ways to reduce emissions from vessels approaching and leaving San Francisco Bay through funding for the Protecting Blue Whales Blue Skies program (a program to slow down vessels so they burn less fuel), a program for which the Air District is a project partner.
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	As noted in the 2021 update, the feasibility study concluded that this strategy was not yet ready for implementation since most locomotive fleets are dispatched nationally. However, CARB is considering a regulation that will implement a Clean Locomotive program beginning in 2024 that will increase the number of Tier 4 engines operating in California. The regulation will also require the phase-in of zero emission locomotives beginning in 2030.
65	The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.	Port of Oakland	Not yet underway. CARB is considering a regulation that will implement a Clean Locomotive program beginning in 2024 that will increase the number of Tier 4 engines operating in California. The regulation will also require the phase-in of zero emission locomotives beginning in 2030.

PARTNER STRATEGIES: LAND USE

Strategy#	Strategy Description	Lead Agency	2022 Status
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	The City and CASS executed an Exclusive Negotiating Agreement (ENA) dated September 21, 2021. CASS outreach consultants completed the outreach plan CASS will implement during its relocation process from its West Oakland locations to its new proposed location in the Gateway Industrial District (formally the Oakland Army Base). The City and CASS are now negotiating the terms of a Disposition and Development Agreement over the next year. Under the L/DDA approved by the City on July 21, 2021, California Waste Solutions (CWS) is in the process of obtaining its regulatory approvals and meeting its milestones in order to close escrow on conveyance of the property from the City to CWS by the end of 2022 and begin construction between December 2022 and March 2023.
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	To be considered as part of the industrial lands study scheduled for completion in 2022 which will inform the Land Use and Transportation Element (estimated to begin in mid-2023 as part of Phase 2 of the GPU).
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	The Planning & Building Department (PBD) anticipates bringing Planning Code amendments to City Council for adoption in 2023 along with the Environmental Justice Element. The amendments will update 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 in").
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	To be considered as part of the General Plan Update. Recycler CWS is being relocated to the Army Base. The City is also working on moving CASS. See #1, above.
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	See Planning Code amendments referenced in Strategy 5 which will ask for truck trip information for new businesses. Caltrans I980 Study Project includes consideration of returning ROW to the City for land use.

Attachment A: Owning Our Air Annual Progress Report
Strategy Status

December 2022

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.
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community	City of Oakland	See Strategy 5.
13	The City of Oakland conducts a study regarding development fees for environmental mitigations.	City of Oakland	To be considered as part of General Plan update process
15	The City of Oakland continues requiring new developments to provide infrastructure for electrical vehicle charging stations.	City of Oakland	Completed.
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	In process: City Staff plans to bring a complete draft Building Electrification Roadmap to Council in July 2023, detailing how Oakland will achieve the complete elimination of gas use in buildings by 2040 per the ECAP. Sometime in 2023, staff expects to also bring forward an Ordinance with strategies to move toward electrification during major retrofits of private buildings. The IRA includes significant funding to advance electrification, and the State also has a sizeable budget to incentivize same. Many statewide and regional resources including BayREN, EBCE, & Switch Is On.
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	The City of Oakland Transportation Impact Review Guidelines outline developer requirements for TDM Plans that require implementation of TDM strategies and infrastructure improvements. No update
22	The City of Oakland adopts more stringent air quality construction and operations requirements.	City of Oakland	To be considered as part of General Plan update process.
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	No update.
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 as part of General Plan update process
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 Public Health Department and started workgroup with County and other community partners, however the threat of punitive action to vulnerable renters needs to be addressed.

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 than 85 percent in the 1.0-3.0 µm range (AHRI Standard 680).	City of Oakland	Completed.
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	To be considered as part of General Plan update process
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. To start arriving at potential goals and policies, City staff assessed EJ goals, policies, and programs in existing city plans and community-driven planning initiatives, including the Healthy Development Guidelines to help form a basis for the EJ element.
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.

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK			
Strategy#	Strategy Description	Lead Agency	2022 Status
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	The City began design of 13 bus stop upgrades in West Oakland as part of the West Oakland Transit Improvements (WOTI) project. OakDOT is coordinating with the Planning Department on review of the West Oakland TOD development to incorporate multimodal improvements around the BART Station. OakDOT is moving forward with design of the 7th Street Connections Project, a State-funded major streetscape project on 7th Street between Mandela Parkway and Martin Luther King Jr Way. OakDOT is working on the Safer 8th Street Project to design traffic calming elements on 8th Street from Wood to Brush Street.
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's Zero Emission Vehicle Action Plan includes Action CL-5 – Expand Affordable Neighborhood ZEV Car Sharing Programs By 2025 work with partner agencies and car sharing platforms to explore strategies for expanding car share programs into frontline communities. Strategies may include: <ul style="list-style-type: none"> • Pursue partnerships and incentives that expand car share services into Priority Communities as defined by the OakDOT Geographic Equity Toolbox; • Work with car share operators to ensure that ZEV car share vehicles are deployed in communities disproportionately impacted by transportation-related air pollution; • Partner with property developers and managers to expand access to dedicated ZEV car sharing services in affordable multifamily buildings; • Support community-based organizations in pursuing funding for community-level or non-profit run ZEV car sharing programs; and • Ensure that, wherever feasible, ZEV car sharing amenities or programs are available at Mobility Hubs developed by the City or by external partners with City support.
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	See Strategy 45.
55	The Bay Area Rapid Transit District will develop a bike station with controlled access at the West Oakland BART Station.	BART	Approved preliminary plans include an enhanced bicycle station located on the east side of the station structure that provides both valet and 24-hour secure bicycle parking to accommodate a minimum of 500 bicycles. The bike station will also include a retail and repair facility (both self-service and a bike shop).
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	<ul style="list-style-type: none"> • West St road diet – Project complete - Pave the length of the street, upgrade curb ramps to meet accessibility standards, and install buffered bike lanes and high-visibility crosswalks. See OakDOT Major Projects Map: https://www.oaklandca.gov/resources/active-major-improvements-project. Awarded Funding: <ul style="list-style-type: none"> • CARB West Oakland STEP Grant, West - Oakland Bike Resource Hub: Finalizing the grant agreement with CARB. On July 5, 2022, City Council authorized the city to accept the Sustainable Transportation Equity

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK			
Strategy#	Strategy Description	Lead Agency	2022 Status
			<p>Project (STEP) grant from the California Air Resources Board and enter into contracts with community partners in West Oakland. This grant will implement four projects that were identified as community-driven priorities in WOCAP: Truck Management Plan implementation, Urban Greening and Pedestrian Improvements, Bicycle Resource Hub, and Transit Access Improvements.</p> <ul style="list-style-type: none"> • 8th St West Oakland: Completed two rounds of community input; working on the construction plans: https://www.oaklandca.gov/projects/8th-st-project • 7th Street Streetscape Project (Mandela to MLK) • MLK Jr Way AHSC (in design): Redesign of MLK Jr Way between 7th and 20th St with the goal of reducing traffic collisions and speeding • 18th St St Bikeways & Railroad Removal (Design): Bike and ped improvements including a road diet, Class II and III bikeways, high visibility crosswalks, and addressing abandoned rail tracks (AHSC grant) • 14th St: Install a combination of Rapid Rectangular Flashing Beacons, left-turn only signal phases, pedestrian countdown heads, and leading pedestrian intervals at 4 intersections on 14th St with a history of pedestrian collisions: Mandela, Poplar, Magnolia, and Adeline. Spring 2024. (HSIP grant) • MLK Corridor Streetscape Improvements (2nd Street to 12th Street): received Federal RAISE Grant
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	Completed. This was determined to be infeasible by School District and OakDOT staff.
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	OakDOT already sweeps more often in West Oakland (Thurs/Fri every week) and East Oakland than other parts of the City. City staff believes there is tension between frequent sweeping and parking citations; perception that City is extracting revenue from low-income residents. Sweeping staff would need to know more about specific issues.
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	ACTC & Caltrans	Alameda CTC staff attend WOCAP meetings, has conducted community outreach on projects in West Oakland, and is available to update the Steering Committee on its projects on an ongoing basis.

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK			
Strategy#	Strategy Description	Lead Agency	2022 Status
	or health inequities for residents most impacted by the county's freight transportation system in West Oakland.		

PARTNER STRATEGIES: HEALTH & LIVING BUFFERS			
Strategy#	Strategy Description	Lead Agency	2022 Status
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	<p>#1 A draft of the Oakland Urban Forest Plan (UFP) is expected to be available for public review and comment in Winter 2022/2023. The final version of the plan is expected to go to City Council for adoption in Spring 2023. The UFP is focused on trees and not other vegetation. The previously-completed tree inventory identified areas where trees can be added in sidewalk/street planting areas throughout Oakland. The UFP is expected to address collaboration with volunteers for tree planting/care as well as workforce development. The City of Oakland 's Community Engagement phase of the Urban Forest Master Plan was completed July 30, 2022. Four local community groups were hired to reach out to their networks and obtain input on the Plan. The Plan's estimated date of completion has been pushed back to 2023.</p> <p>#2 The Steering Committee created the Prescott Greening Project implementation team as a result of the grant funding from MTC. The project is currenting under development as it works with the many stakeholders (WOEIP, Port, City Planning, CM Fife's Office, and Hyphae Design Labs). In addition, the project is in coordination with the Frontage Road study which plans to develop formalize Frontage Road as truck route for transport trucks.</p>
11	The City of Oakland works with local groups to train residents to maintain biofilters.	City of Oakland	See Strategy 10.
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.
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.
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	No update.
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 update.
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	No update.

PARTNER STRATEGIES: HEALTH & LIVING BUFFERS			
Strategy#	Strategy Description	Lead Agency	2022 Status
84	The Alameda County Public Health Department expands its Asthma Management programs.	Alameda County Public Health Department	The Air District was awarded \$2 million in grant funding to address impacted communities and reduce exposure within Alameda and Contra Costa Counties in Winter of 2021 from the State's Attorney General's Office. The Air District has partnered with ACPHD and BayRen to expand on Contra Costa County Health Department's pilot effort in cooperation with the Regional Asthma Management Program into Alameda County. The program expects to launch in Fall of 2022.
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 84.
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

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Davina Hurt and Members
of the Community Equity, Health and Justice Committee

From: Sharon L. Landers
Interim Executive Officer/APCO

Date: December 1, 2022

Re: Assembly Bill (AB) 617 Program Update

RECOMMENDED ACTION

None; presentation only.

BACKGROUND

Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to prepare community-led emissions reduction plans or community-led air monitoring plans in designated environmental justice communities. Since September 2018, the California Air Resources Board (CARB) designated the following Air District's nominated communities: West Oakland, Richmond – North Richmond – San Pablo and East Oakland. Since then, West Oakland has completed a Community Emission Reduction Plan (CERP), Richmond-North Richmond-San Pablo completed, and is implementing, a Community Air Monitoring Plan and is developing a CERP, and East Oakland is developing a CERP. Bayview Hunters Point—the Air District's most recently nominated community—is pending CARB designation.

By way of further, community-specific detail, in November of 2020, the Air District's Board of Directors nominated Richmond – North Richmond – San Pablo to develop a CERP, following the recommendation from community groups. In February 2021, CARB approved that nomination. The Air District established the 31-member Community Steering Committee (CSC) in March 2021 and approved new members to the CSC to fill vacancies in December 2021. The Steering Committee launched in April 2021 and meets monthly.

In November of 2021, the Air District's Board of Directors nominated East Oakland to be the third Bay Area community to develop a CERP, following many years of community advocacy by East Oakland community organizations and residents. The Air District partnered with Communities for a Better Environment (CBE) to develop that East Oakland recommendation. On February 10, 2022, CARB approved that nomination.

Since February, the Air District and CBE partnered to establish and convene an East Oakland Community Steering Committee to guide the development of a CERP that addresses air quality

and environmental justice issues in East Oakland. In May 2022, with CBE's support, the Air District contracted with Just Cities, which was one firm selected through a Request for Qualifications (RFQ) process (RFQ No. 2021-014 for Community Engagement Support and Facilitation Services) for administrative, logistical and facilitation assistance in the development of an East Oakland CERP.

The Board of Directors voted unanimously on November 2, 2022, to support Bayview Hunters Point's self-nomination to be designated as an AB 617 community for preparation of a CERP. CARB will consider this and other nominations throughout the state at their February 22, 2023 meeting.

DISCUSSION

The Path to Clean Air Community Steering Committee (CSC) - Richmond, North Richmond, San Pablo - has been focused on developing the key elements of the CERP. In March 2022, the CSC hosted a Town Hall for the public where they gathered input to inform their priorities. In June 2022, an ad hoc group of CSC members finalized work with the Air District to complete key elements of the Technical Assessment. And, in September 2022, another ad hoc group of CSC members completed the Community Description portion of the report. September through December 2022 is focused on developing draft strategies that will go into the final version of the CERP.

The East Oakland CSC has met three times. The first meeting was on Thursday, September 15, 2022, at which the CSC members met each other and received grounding in AB 617 and the CERP development process. The CSC members also learned about the role the CSC will play in the process and the goals and expectations for the group. The CSC members continued to learn more about the CERP process and timeline at the second and third meetings. The CSC also discussed and determined the process by which they would elect Co-Chairs. Once selected, the Co-Chairs will provide CSC leadership, begin chairing meetings and provide direction in developing the CERP along with the Air District and CBE. At the upcoming CSC meeting on December 8, the CSC will consider Co-Chair candidates and hold a vote to elect three Co-Chairs—two adults, and one youth.

The Bayview Hunters Point letter of self-nomination to be designated as an AB 617 community for preparation of a CERP was brought forward to the Community, Equity, Health and Justice (CEHJ) committee on October 6, 2022, as a co-led initiative of the Bayview Hunters Point Community Advocates and the Marie Harrison Community Foundation—two recognized environmental justice groups working in southeastern San Francisco. The CEHJ received presentations from the co-leads and Air District staff, and recommended that the Board support the nomination. The Board of Directors subsequently approved support of the nomination on November 2, 2022. Air District staff and the community co-leads hosted an online AB 617/Bayview Hunters Point public workshop on October 27, 2022, and are continuing to do expanded outreach to engage different linguistic and geographical communities within the proposed CERP area. Meanwhile, the community co-leads and Air District staff continue to engage with local City and County government representatives. Before the formal CARB selection vote in February, the co-leads and staff will also prepare needed technical assessment

documents and deliver a presentation on the CERP nomination at the upcoming CARB AB 617 workshop on December 6, 2022.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funding to support current AB 617 implementation activities are included in the FYE 2023 budget. Longer-term resource needs will be heavily dependent upon State funding.

Respectfully submitted,

Sharon L. Landers
Interim Executive Officer/APCO

Prepared by: Kevin Olp, Aneesh Rana and David Ralston
Reviewed by: Suma Peesapati and Henry Hilken

ATTACHMENTS:

None