



BOARD OF DIRECTORS  
COMMUNITY EQUITY, HEALTH, AND JUSTICE COMMITTEE

BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

COMMITTEE MEMBERS

DAVINA HURT – CHAIR  
MARGARET ABE-KOGA  
JOELLE GALLAGHER  
ERIN HANNIGAN  
VICKI VEENKER

KATIE RICE – VICE-CHAIR  
BRIAN BARNACLE  
JOHN GIOIA  
NATE MILEY  
STEVE YOUNG

**MEETING LOCATION(S) FOR IN-PERSON ATTENDANCE BY  
COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC**

**Bay Area Metro Center  
1st Floor Board Room  
375 Beale Street  
San Francisco, CA 94105**

**City of Palo Alto City Hall  
250 Hamilton Ave.  
Palo Alto, CA 94301**

**Office of Contra Costa County  
Supervisor John Gioia  
Conference Room  
11780 San Pablo Ave., Suite D  
El Cerrito, CA 94530**

**THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED**

**These streaming options are provided for convenience only. In the event that streaming connections malfunction for any reason, the Community Equity, Health and Justice Committee reserves the right to conduct the meeting without remote webcast and/or Zoom access.**

**The public may observe this meeting through the webcast by clicking the link available on the air district's agenda webpage at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas).**

**Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/86358339677>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 863 5833 9677**

**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 a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.**

**The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is *per se* disruptive to a meeting and will not be tolerated.**

# COMMUNITY EQUITY, HEALTH, AND JUSTICE COMMITTEE MEETING AGENDA

**WEDNESDAY, NOVEMBER 15, 2023**

**1:00 PM**

**1. Call to Order - Roll Call**

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

**2. Pledge of Allegiance**

**CONSENT CALENDAR (Item 3)**

**3. Approval of the Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of October 18, 2023**

*The Committee will consider approving the Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of October 18, 2023.*

**INFORMATIONAL ITEM(S)**

**4. Community Perspectives**

*This is an informational item only and will be presented by Nicole Merino Tsui, Senior Project Manager of the West Oakland Environmental Indicators Project. Ms. Merino Tsui will provide her perspective on the community emissions reduction plan in West Oakland.*

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

*Staff and representatives of West Oakland Environmental Indicators Project will present a progress report on Owning Our Air: The West Oakland Community Action Plan (WOCAP) implementation activities conducted between 2022 and 2023.*

## **OTHER BUSINESS**

### 6. 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 will be given an opportunity to address the Committee. Members of the public will have two minutes each to address the Committee, unless a different time limit is established by the Chair. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is per se disruptive to a meeting and will not be tolerated.*

### 7. 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)*

### 8. Report of the Acting Deputy Executive Officer of Equity and Community Programs

### 9. Time and Place of Next Meeting

*Wednesday, December 20, 2023, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Community Equity, Health, and Justice Committee members and members of the public will be able to either join in-person or via webcast.*

### 10. Adjournment

*The Committee meeting shall be adjourned by the Chair.*

**CONTACT:**

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

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

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

**Accessibility and Non-Discrimination Policy**

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

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

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

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

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Suma Peesapati, at (415) 749-4967 or by email at [speesapati@baaqmd.gov](mailto: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 2023**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting	Wednesday	15	9:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	15	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Community Advisory Council Meeting	Thursday	30	6:00 p.m.	1st Floor, Yerba Buena Room
Board of Directors Legislative Committee Meeting	Wednesday	29	10:00 a.m.	1 <sup>st</sup> Floor Board Room

**DECEMBER 2023**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Nominating Committee	Wednesday	6	8:45 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Meeting	Wednesday	6	9:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	6	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Stationary Source and Climate Impacts Committee	Wednesday	13	10:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Mobile Source and Climate Impacts Committee	Wednesday	13	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Meeting	Wednesday	20	9:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	20	1:00 p.m.	1 <sup>st</sup> Floor Board Room

11/8/2023 – 1:35 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: Philip M. Fine  
Executive Officer/APCO

Date: November 15, 2023

Re: Approval of the Draft Minutes of the Community Equity, Health, and Justice  
Committee Meeting of October 18, 2023

RECOMMENDED ACTION

Approve the Draft Minutes of the Community Equity, Health, and Justice Committee Meeting of  
October 18, 2023.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the Draft Minutes of the Community Equity, Health,  
and Justice Committee Meeting of October 18, 2023.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
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 October 18, 2023



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

Community Equity, Health & Justice Committee  
Wednesday, October 18, 2023

**DRAFT MINUTES**

*This meeting was webcast, and a video recording is available on the website of the Bay Area Air Quality Management District at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas)*

**CALL TO ORDER**

1. **Opening Comments:** Community Equity, Health & Justice Committee (Committee) Chairperson, Davina Hurt, called the meeting to order at 1:00 p.m.

**Roll Call:**

Present, In-Person (Bay Area Metro Center, 375 Beale Street, 1<sup>st</sup> Floor Board Room, San Francisco, California, 94105): Chairperson Davina Hurt; Vice Chair Katie Rice; Board Chair John J. Bauters; and Director John Gioia.

Present, In-Person Satellite Location (Office of Contra Costa County Supervisor John Gioia, Conference Room, 11780 San Pablo Ave., Suite D, El Cerrito, California, 94530): Director Erin Hannigan.

Present, In-Person Satellite Location (Palo Alto City Hall, 250 Hamilton Ave., Palo Alto, California, 94301): Director Vicki Veenker.

Absent: Directors Margaret Abe-Koga, Brian Barnacle, Joelle Gallagher, Nate Miley, and Steve Young.

2. **PLEDGE OF ALLEGIANCE**

**CONSENT CALENDAR**

3. **APPROVAL OF THE DRAFT MINUTES OF THE COMMUNITY EQUITY, HEALTH & JUSTICE COMMITTEE MEETING OF SEPTEMBER 20, 2023**

Public Comments

Public comments were given by “Call-In User\_1”.

Committee Comments

None.

Committee Action

Director Rice made a motion, seconded by Director Gioia, to **approve** Minutes of the Community, Equity, Health & Justice Committee of September 20, 2023; and the motion **carried** by the following vote of the Committee:

AYES: Bauters, Gioia, Hannigan, Hurt, Rice, Veenker.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Abe-Koga, Barnacle, Gallagher, Miley, Young.

**ACTION ITEM**

**4. AUTHORIZATION FOR YEAR 3 OF THE JAMES CARY SMITH COMMUNITY GRANT PROGRAM**

Aneesh Rana, Senior Staff Specialist, and Elinor Mattern, Senior Staff Specialist in the Community Engagement Office, gave the staff presentation, *Recommendation for Board Action to Authorize Execution of Contract Amendments for Year 3 of the James Cary Smith Community Grant Program*, including: requested action; outline; James Cary Smith; background on grant program; adjustment to grant program; current grant cycle; how grantees are building local capacity; program components; program evaluation findings; Year 3 of the program; grantee perspectives; and requested action.

Members from community grantees, Earth Team and Rise South City, gave perspectives on their experiences about their awarded projects.

Public Comments

Public comments were given by “Call-In User\_1”.

Committee Comments

The Committee and staff discussed the most challenging aspects of the work of the grantees (present during the presentation); and whether the students at Urban Promise Academy (in Oakland), who have advocated for the reduction of nitrogen oxide emissions from residential and commercial furnaces in buildings in the Bay Area at previous a Board meeting, are associated with either of the grantees present during the presentation.

Committee Action

Board Chair Bauters made a motion, seconded by Director Gioia, to recommend that the Board **authorizes** the Executive Officer/Air Pollution Control Officer (APCO) execute any and all contract amendments to extend the term of the current James Cary Smith Community Grant awards previously approved by the Board for one additional year, and to **approve** the cumulative Year 3 grant amount in a not to exceed amount of \$1,688,575, to allow eligible grantees to begin the final year of the three-year grant program; and the motion **carried** by the following vote of the Committee:

AYES: Bauters, Gioia, Hannigan, Hurt, Rice, Veenker.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Abe-Koga, Barnacle, Gallagher, Miley, Young.

### **INFORMATIONAL ITEMS**

#### **5. PATH TO CLEAN AIR, RICHMOND-NORTH RICHMOND-SAN PABLO, COMMUNITY EMISSIONS REDUCTION PLAN (CERP) DRAFT PROPOSED STRATEGIES AND ACTIONS**

Dr. Wendy Goodfriend, Planning and Climate Protection Division Director, and Diana Ruiz, Community Engagement Manager, gave the staff presentation, *Path to Clean Air Richmond-North Richmond-San Pablo Community Emissions Reduction Plan Draft Proposed Strategies and Actions*, including: outcome; requested action; outline; overview: the Path to Clean Air; goals of the Path to Clean Air CERP; strategy development process; community concerns and cross-cutting issues; strategies and actions overview; example strategies the Air District will lead during implementation; proposed rules and rule-related actions; Community Steering Committee (CSC) priorities and insights; and next steps and timeline.

Two members of the CSC Problems to Solutions Ad Hoc Committee, Dr. Niyi Omotoso and Nancy Aguirre, shared the priorities and insights from the CSC on the strategies and actions.

#### **Public Comments**

Public comments were given by “Call-In User\_1, “ and Marisol Cantu, Richmond Progressive Alliance.

#### **Committee Comments**

The Committee and staff discussed the Committee’s appreciation for the work of the CSC members for the past two years and community empowerment, and the Committee’s anticipation of the proposed strategies and actions to be implemented.

#### **Committee Action**

None; receive and file.

#### **6. COMMUNITY ADVISORY COUNCIL (CAC) RETREAT RECAP**

CAC Co-Chair Latasha Washington shared highlights from the CAC Retreat on September 14-15, 2023, including a video that captured the retreat.

#### **Public Comments**

No requests received.

#### **Committee Comments**

The Committee and staff discussed the Committee’s appreciation for the Air District bringing voices that haven’t been historically involved in public health policy and regulation discussions “to the table”; the term

“Communities of Concentrated Affluence”; and the Committee’s appreciation for the CAC members for constituting themselves during a time of significant change at the Air District.

Committee Action

None; receive and file.

**OTHER BUSINESS**

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

Public comments were given by “Call-In User\_3”.

**8. COMMITTEE MEMBER COMMENTS**

None.

**9. REPORT OF THE DEPUTY EXECUTIVE OFFICER OF EQUITY AND COMMUNITY PROGRAMS**

Tim Williams, Acting Deputy Executive Officer of Equity and Community Programs (from October 2 to October 29, 2023), gave the following remarks:

- Breast Cancer Awareness Month is an annual international health campaign organized by major breast cancer charities every October to increase awareness of the disease and raise funds for research into its cause, prevention, diagnosis, treatment, and cure. The National Institute of Health observed an additional 8% increase in breast cancer incidents in those who live in areas with higher Particulate Matter<sub>2.5</sub> exposure, thus making the Air District’s work relevant to this cause. Early detection is essential, and testing is encouraged, especially those living in vulnerable populations.
- National Disability Employment Awareness Month is observed each October to commemorate the many contributions of people with disabilities to America’s workplaces and economy. The theme for NDEAM 2023 is “Advancing Access and Equity.”

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

Wednesday, November 15, 2023, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Community Equity, Health, and Justice Committee members and members of the public will be able to either join in-person or via webcast.

**11. ADJOURNMENT**

The meeting was adjourned at 2:23 p.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: Philip M. Fine  
Executive Officer/APCO

Date: November 15, 2023

Re: Community Perspectives

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

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

The West Oakland Environmental Indicators Project (WOEIP) is an environmental justice non-profit organization whose work includes public policy advocacy, environmental justice advocacy, ensuring job creation and retention, and advocating for the development of fair, affordable, and sustainable housing. The WOEIP team is comprised of legal experts, policy advocates, communication specialists, community organizers, volunteers, and a board of directors committed to the empowerment of traditionally under-served communities.

DISCUSSION

Nicole Merino Tsui is the WOEIP Senior Program Manager. Ms. Merino Tsui will be discussing several topics. First, she will underscore the significance of the West Oakland Health Center's Air Filtration project and the invaluable collaboration forged with the Air District. She will then provide updates on an ongoing rapid response investigation. Lastly, she will offer insights into the current status of the Annual Report for the West Oakland 'Owning Our Air' Community Emission Reduction Program (CERP).

Ms. Merino Tsui earned a bachelor's degree in English Language and Literature, Political Science from the University of California, Berkeley. She has a master's degree from Emory University in Development Practice, Water, Sanitation and Hygiene and Disaster Relief. The master's in Development Practice seeks to minimize the gap between development theory and practice by combining an interdisciplinary curriculum in public health, business, and law, with an applied field practice and local internship experiences.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Azibuike Akaba  
Reviewed by: Tim Williams

ATTACHMENTS:

None

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

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

From: Philip M. Fine  
Executive Officer/APCO

Date: November 15, 2023

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

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

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

DISCUSSION

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

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Alicia Parker  
Reviewed by: Wendy Goodfriend

ATTACHMENTS:

1. Attachment A Status of WOCAP Strategies 2022-2023



## Attachment A Status of WOCAP Strategies, 2022-2023

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
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.	<p>The CASS outreach consultant, Craig Communications, completed the outreach plan CASS will utilize to implement its public engagement during its process of relocating to the proposed Gateway Industrial District site. The plan, entitled the CASS Community Engagement Plan (CEP) is dated August 2022.</p> <p>The City and CASS are now negotiating the terms of a Disposition and Development Agreement and anticipate bringing the DDA to City Council for approval in 2023.</p>	City of Oakland
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.	<p>In July 2022, Air District staff submitted comments letter on the <a href="#">Port of Oakland's Oakland Harbor Turning Basins Widening NOP</a>.</p> <p>In June 2023, Air District staff submitted a comment letter on the <a href="#">City of Oakland Environmental Justice Element</a>.</p>	Air District
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.	<p>The Air District completed emissions estimation for roadway sources in the Bay Area in 2022, including a base case scenario for the I-880 and I-580 corridors.</p> <p>The Air District continued coordination with Caltrans regarding the status of the proposed I-580 Truck Access Study: Community, Equity, Traffic, and Environment. Caltrans's contracting process has experienced a long delay; the RFP process with the selection of a consulting team will likely start in Fall 2023.</p>	Air District
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.	The City released an Economic Trends and Prospects Report in June 2022, and held two industrial lands focus groups in August and October to discuss findings. Industrial lands will be included in the Land Use and Transportation Element phase of the City's General Plan Update.	City of Oakland

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
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.	The City of Oakland brought the Planning Code Amendments to the Planning Commission Zoning Update Committee in April 2023 and to Planning Commission in August 2023. City Council adopted the Planning Code amendments in September 2023.	City of Oakland, Port of Oakland
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's Economic & Workforce Division is collaborating with the Mayor's Office and City Administrator's Office to develop a variety of incentive programs targeting different industries.	City of Oakland
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.	See Planning Code amendments referenced in Strategy 5 which will ask for truck trip information for new businesses. Caltrans I-980 Study Project includes consideration of returning Right-of-Way to the City for land use.	City of Oakland, Port of Oakland
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.).	Completed.	City of Oakland
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community.	See Strategy 5.	City of Oakland

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
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.	A land cover distribution assessment (by council district) was completed in summer of 2022. The Draft Urban Forest Plan is expected to begin public review in fall 2023. The Draft Plan includes a citywide tree inventory of public trees and imaging of trees on private land. West Oakland is a priority tree canopy equity region of the city.	City of Oakland, Air District, WOEIP
11	The City of Oakland works with local groups to train residents to maintain biofilters.	See Strategy 10.	City of Oakland,
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.	West Oakland Environmental Indicators Project, Hyphae Design Labs, landowners and the City of Oakland are developing a plan for greening projects to reduce emissions and improve health.	Air District
13	The City of Oakland conducts a study regarding development fees for environmental mitigations.	To be considered as part of General Plan update process.	City of Oakland
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.	Air District
15	The City of Oakland continues requiring new developments to provide infrastructure for electrical vehicle charging stations.	Completed.	City of Oakland

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
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).	Caltrans has commissioned a study of the benefits of roadside vegetation as a method to reduce exposure to air pollution in nearby neighborhoods.  The West Oakland STEP grant, which will include building urban greening showcase projects like vegetative barriers, was executed in February of 2023. Work on the project will begin in fall 2023, after all partners are under contract.	City of Oakland, CARB, Caltrans, Air District
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. The Subcommittee noted that equity outcomes need to be considered and that additional data is needed to understand the City's timeline to ban NG in new construction.	Electrification Informational Reports were published in February 2023. The Building Electrification Policy Roadmap is expected to be complete in Sept. 2023.	City of Oakland
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.	No update.	Air District, Port of Oakland

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
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.	<p>1) In June 2023, The California Transportation Commission approved \$42 Million to support the \$60 million Green Micro-Grid Project that enables the Port to support a high number of electric vehicles, increase the renewable energy mix available to the Port and surrounding communities, increase the Port's current zero emission vehicle (ZEV) capacity from 50 pieces of equipment to approximately 1,000 pieces of equipment, support grid optimization through load shifting and better demand management, support the local community by providing power during periods of excess solar generation, modernize onsite and local grid connections, provide back-up renewable shore power to vessels berthed at the Port, significantly increase the Port's capacity to support grid-connected refrigerated containers, improve air quality and health outcomes in neighboring communities, and support critical climate objectives.</p> <p>2) Port was awarded \$119 million in grant funding from the State of California as part of the Port's Freight Infrastructure Program (PFIP). The grant award will support the Terminal Modernization Project that will make critical infrastructure improvements at its maritime facilities and roadways that surround the Port, and to electrify Port cargo handling equipment. The Project consists of four (4) independent improvement segments:</p> <p>SEGMENT 1: Wharf-Related Infrastructure Improvements</p> <p>SEGMENT 2: Integration and Leveling of Backlands at B32/33</p> <p>SEGMENT 3: Zero Emission Cargo Handling Equipment and Infrastructure at Matson Terminal</p> <p>SEGMENT 4: Phase I Outer Harbor Terminal Modernization</p>	Port of Oakland
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.	Oakland Department of Transportation is in the process of updating its list of recommended TDM Strategies in the Transportation Impact Review Guidelines.	City of Oakland

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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.	<p>1) In May 2023, the West Oakland Sustainable Port Collaborative and Port of Oakland signed a Partnership Agreement regarding Planning and Grants Coordination for Seaport Transition to Electrification and Zero-Emissions and For Community Environmental Benefits. The partnership meets monthly as the Port Community Electrification and Zero Emissions Committee.</p> <p>2) As a result of the partnership, the Port of Oakland in collaboration with WOEIP made a joint application to EPA Environmental Justice Government to Government for the \$1,000,000 Rising Seas and Oakland's Frontline Communities: Adaptation Planning for Neighborhood-Led Resiliency Project.</p>	Port of Oakland, ACTC, MTC
22	The City of Oakland adopts more stringent air quality construction and operations requirements.	<p>Draft Action EJ-1.2 developed in 2022/2023 and included in City Council adopted EJ Element September 2023.</p> <p>Action EJ-1.2 Adopt more stringent air quality construction and operations requirements for development near or within industrially zoned land as part of standard conditions of approval.</p>	City of Oakland
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.	Completed.	City of Oakland
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 Strategy ENF_AD_3.	Air District
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.	No update.	City of Oakland

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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.	<p>The Port has initiated the Public Truck Charging/Fueling Study that has the following objectives:</p> <ul style="list-style-type: none"> <li>• Evaluate feasibility of public drayage truck charging and hydrogen fueling within/near the Port</li> <li>• Identify potential conceptual locations for charging or fueling stations and conduct site assessments for most viable options.</li> <li>• Provide evidence-based and stakeholder-informed justification for future Port decisions about charging infrastructure.</li> </ul> <p>The summary of the study scope of work was presented at the 2020 and Beyond Technical Work Group (TWG) and in the July 2023 meeting where proposed site selections were presented for feedback and recommendations.</p>	City of Oakland, Port of Oakland, Caltrans
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.	<p>Draft Action EJ-1.3 developed in 2022/2023 and included in City Council adopted EJ Element September 2023.</p> <p>EJ-1.3 Emissions from Construction Activities. Require projects to implement construction air pollution and greenhouse gas emissions controls and applicable mitigation strategies for all construction sites to the maximum extent feasible. Refer to Best Construction Practices and Best Available Retrofit Control Technology (BARCT) recommended by BAAQMD.</p>	City of Oakland

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28	<p>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>	<p>With the heavy-duty inspection and maintenance (HD I/M) program effective January 1, 2023, Phase 1 enforcement began with screening for potential high-emitting vehicles using the Portable Emissions Acquisition System (PEAQS). Starting in mid-February 2023, CARB began issuing Notices to Submit to Testing (NSTs) at a rate of 50 per week to those vehicles identified as potential high emitters through PEAQS. An NST requires a vehicle owner to have their vehicle tested by a credentialed HD I/M tester to verify compliance within 30 days of receipt of the NST. Repairs to emissions related components may be required to demonstrate compliance. CARB also conducted multiple in-person and webinar trainings (class MS510 on CARB's Learning Management System) on February 15 and 16, March 29, and April 4 to educate vehicle owners, credentialed testers, other interested stakeholders, and community members on the regulation's requirements and phase in schedule. CARB started the process of transitioning to the new name for the program, Clean Truck Check.</p> <p>Over the next few months, CARB will update its webpages, including on TruckStop, to reflect the new Clean Truck Check name. Additional MS510 training sessions will soon be scheduled for the Spring timeframe. Enforcement of Phase 1 of the program (potential high-emitter vehicle screening and the issuance of NSTs) is ongoing. CARB continues to work with vendors/manufacturers of on-board diagnostic (OBD) testing devices, including telematics, through CARB's device certification process; the certification application period for vendors/manufacturers is June 1, 2023, through June 30, 2023, to prepare for the program's full implementation in the 2024 timeframe when periodic testing on all applicable heavy-duty vehicles will begin. Referee services (similar to the Referee in the Bureau of Automotive Repair's Smog Check Program for passenger vehicles) to conduct compliance testing on CARB-directed vehicles and to assist vehicle owners with compliance issues are expected to start by the end of June 2023.</p> <p><a href="https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program">https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program</a> and  <a href="https://ww2.arb.ca.gov/sites/default/files/truckstop/truckstop.html">https://ww2.arb.ca.gov/sites/default/files/truckstop/truckstop.html</a></p>	CARB



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29	<p>The California Air Resources Board develops the following regulations to increase the number of zero-emission trucks and buses operating in West Oakland:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Amendment to the drayage truck regulation to transition the drayage truck fleet to zero emissions.</li> </ul>	<p>The Advanced Clean Fleets regulation was adopted on April 28th, 2023 by CARB at the second public hearing. Under the new rule, fleet owners operating vehicles for private services such as last-mile delivery and federal fleets such as the Postal Service, along with state and local government fleets, will begin their transition toward zero-emission vehicles starting in 2024. CARB continue to work with sister agencies, including the California Energy Commission and California Public Utilities Commission, to assist with utility planning efforts for the statewide transition to a zero-emissions transportation system and the needed fueling infrastructure to support that transition.</p>	CARB
30	<p>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.</p>	<p>In 2022, CARB did not observe illegally idling diesel trucks in West Oakland.</p>	CARB
31	<p>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.</p>	<p><a href="https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit">https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit</a></p>	CARB
32	<p>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.</p>	<p>CARB is beginning the rulemaking process for amendments to the Cargo Handling Equipment (CHE) rule. No formal documents or outreach yet. CARB is participating in contracts with CHE experts to begin the rulemaking process. <a href="https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment">https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment</a></p>	CARB

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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, staff resources assigned to the development of a standalone Freight Handbook have been reprioritized to work on development of freight regulations. To ensure that the recommendations included in the Concept Paper for the Freight Handbook and public stakeholder input are utilized, CARB staff are working to integrate this information into the Community Air Protection Program Resource Center ( <a href="https://ww2.arb.ca.gov/ocap_resource_center">https://ww2.arb.ca.gov/ocap_resource_center</a> )	CARB
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.	The California Office of Administrative Law (OAL) has approved this rulemaking and filed with the Secretary of State on November 30, 2022. The effective date of the regulation is November 30, 2022.	CARB
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.	Amendments to the SORE regulations will become effective January 1, 2023	CARB
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.	There are requirements for any new facilities as of 2017 per Plug-in Electric Vehicle Readiness requirements, but no upgrade requirements for existing facilities.	City of Oakland

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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.	See #26.	Port of Oakland
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.	Oakland City Council adopted new parking regulations in April of 2022 to limit truck parking in West Oakland. New signage in support of West Oakland's new truck parking regulations was installed in 2022. OakDOT's Parking Enforcement Unit (PE) completed work in support of these regulations including training of technicians, programming citation enforcement systems, and conducting a community meeting in August of 2022.	City of Oakland, Port of Oakland, ACTC
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.	1) Improve Truck Route Signage: The West Oakland STEP grant, which will include improvement of truck route signage, was executed in February of 2023. Due to the delay to changes in the truck route network, the STEP grant will focus on updating / adding / removing signs on existing truck routes and truck prohibited streets. This work will be planned in 2024, with construction expected in 2025.	City of Oakland, Port of Oakland

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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.	<p>During the week of April 3, 2023, OakDOT completed the installation of 3-foot-high traffic posts inside the center median of an approximately ¼ mile stretch of Frontage Road to prevent trucks from parking/idling in median.</p> <p>The West Oakland STEP grant, which will include truck traffic calming recommendations, was executed in February of 2023. Work on the project will begin in fall 2023, after all partners are under contract.</p>	City of Oakland, Port of Oakland
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.	<p>The Air District completed work with CARB to update and streamline program requirements under the infrastructure, lawn and garden, and on-road chapters of the Carl Moyer Guidelines.</p> <p>The Air District will continue to provide incentive information to operators in West Oakland and at the Port of Oakland through workshops and meetings.</p>	Air District
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.	See #26	City of Oakland, Port of Oakland
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.	No Update.	Port of Oakland

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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.	See update for Strategy 12 related to the Prescott Greening project.	Alameda County Transportation Commission, Oakland Dept. Transportation
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.	No update.	Oakland Dept. Transportation, AC Transit, BART
46	The City of Oakland collaborates with MTC and ACTC to consider a program for extending car sharing to low-income individuals and groups.	The City of Oakland published the Zero Emissions Vehicle Action plan in January 2023.	Oakland Dept. Transportation, ACTC
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.	See Strategy 45.	AC Transit, City of Oakland
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.	<p>The Air District updated its light duty vehicle scrappage program, Vehicle Buy Back, to scrap cars of model year 1998 and older, and continues to offer up to \$7M per year throughout the Bay Area.</p> <p>The Air District has received an additional \$28M in funding for Clean Cars For All. Incentives will be increasing from up to \$9,500 to up to \$12,000 for residents living in a disadvantaged community census tract.</p>	Air District

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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 awarded six (6) Goods Movement Program (GPM) funding to projects that will replace diesel powered yard trucks with electric ones.	Air District
50	The Air District offers 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. No projects were contracted during the reporting period.	Air District, Port of Oakland
51	The Air District offers financial incentives to upgrade line-haul, passenger, and switcher (yard) locomotives with cleaner engines every year.	No projects were contracted during this period.	Air District
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 continues to offer incentives to support this strategy and has successfully contracted two hydrogen projects during the period: \$4.5M to AC Transit for hydrogen fueling station upgrades to support fleet expansion, operation expected in 2025 and \$3.3M in co-funding to NorCal drayage to pilot 30 hydrogen trucks and infrastructure. Operation expected by fall of 2023.	Air District
53	The Air District offers financial incentives to replace long-haul diesel trucks with zero-emission trucks owned by West Oakland businesses every year.	<p>The Air District makes funding available annually for long-haul diesel trucks with zero-emission trucks under Carl Moyer, CAP, and TFCA programs.</p> <p>The Air District successfully advocated for updates to the Carl Moyer Guidelines for higher incentives for zero-emission trucks in 2022. We hope to see a resulting increased interest from more truck owners to switch to ZE when we open our Voucher Incentive Program in the next year.</p>	Air District

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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.	<p>The Air District continues to make funding available for this equipment (&gt; 25hp) under Carl Moyer, CAP, and Goods Movement programs. Outreach is ongoing.</p> <p>Pipeline Projects: One project to fund upgrades to two hybrid rubber-tired gantry cranes (RTGs) at the Port was contracted and one more hybrid RTG may be added to this project. One project to fund upgrades to five RTGs at the Port brought to the Board of Directors July 19 2023 meeting for award approval.</p> <p>Through CAPCOA, the Air District has worked with CARB in 2022 to update the Carl Moyer Guidelines to enhance grant programs for infrastructure, heavy-duty trucks and lawn and garden incentives projects. Air District staff anticipate developing a lawn and garden equipment program by late 2023.</p>	Air District
55	The Bay Area Rapid Transit District will develop a bike station with controlled access at the West Oakland BART Station.	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).	BART
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.	The City of Oakland Bike Plan webpage contains the progress on implementing the Bike Plan ( <a href="https://www.oaklandca.gov/resources/bicycle-plan">https://www.oaklandca.gov/resources/bicycle-plan</a> ). Transportation and street improvements are also part of the City's Capital Improvement Program. The City develops a new CIP Budget every two years. See project webpage: <a href="https://www.oaklandca.gov/topics/capital-improvement-program">https://www.oaklandca.gov/topics/capital-improvement-program</a>	Oakland Dept. Transportation, ACTC
57	Through the Pilot Trip Reduction Program, the Air District offers incentives for the purchase of electric bicycles for bike share programs.	No update.	Air District

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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.	This was determined to be infeasible by School District and OakDOT staff during the 2021-2022 reporting cycle.	OUSD, City of Oakland, ACTC
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.	OakDOT already sweeps more often in West Oakland (Thurs/Fri every week) and East Oakland than other parts of the City. City staff believe 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 before taking action.	Oakland DOT, Oakland Public Works, OPD
60	The California Air Resources Board develops amendments to the At-Berth Air Toxics Control Measure to further reduce ship emissions at berth by strengthening the regulation to cover more vessel visits and types of ships.	CARB hosted a public workshop on February 14, 2023, to discuss the findings and key recommendations included in the At Berth Interim Evaluation Report, which was posted to CARB's website on December 1, 2022. Slides from this workshop can be found on CARB's At Berth program webpage. CARB solicited comments on the Interim Evaluation Report by March 8, 2023; however, the general public/stakeholders may comment/provide feedback to CARB at any time via <a href="mailto:shorepower@arb.ca.gov">shorepower@arb.ca.gov</a> . No upcoming public events, meetings, or Board hearings are planned for Q2 2023. The previously planned May 2023 Board hearing designed to update CARB's Board on the results of the At Berth Interim Evaluation Report has been postponed. This postponement has no impact on CARB's ability to proceed with implementing the 2020 At Berth Regulation or with exploring future measures for additional reductions from ocean-going vessels. <a href="https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation">https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation</a>	CARB
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 a March 24, 2023 CARB meeting, CARB 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.	CARB



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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.	On April 27, 2023, CARB approved the In-Use Locomotive Regulation to transition locomotive operations to zero emissions. <a href="https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california">https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california</a>	CARB
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.	No update.	Port of Oakland
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.	No update.	Port of Oakland
65	The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.	No update.	Port of Oakland
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.	CARB's Ocean-Going Vessels At Berth Regulation dictates control and installation dates: <a href="https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation">https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation</a>	Air District
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.	The Air District introduced a bill through Assemblymember Bauer-Kahan in 2021 that was not successful. In 2023, Assemblymember Reyes (Los Angeles area) introduced a bill related to magnet sources, that made it through one committee before failing. These bills are very challenging right now in the legislature.	Air District

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68	<p>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.</p>	<p>Priorities for source evaluation for 2023 include plans to continue work on the metal recycling and shredding white paper evaluation. Work has begun on white paper evaluation of metal recycling and shredding operations and potential control strategies and concepts.</p>	Air District
69	<p>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.</p>	<p>Rule 2-5 amendments were implemented July 1, 2022. All applications for new or modified toxic sources must meet the new cancer risk limit and public noticing requirements for toxic projects located in overburdened communities.</p> <p>Air District staff are reviewing source test results from Schnitzer's new shredder controls and are working on post-control emission estimates and updated permit conditions for these operations.</p> <p>Air District staff are also working on inventory improvements for the other TAC sources at Schnitzer to be included in the site-wide Rule 11-18 HRA. Rule 11-18 may not require any further risk reductions for this facility.</p> <p>Air District is working with Bay Area Clean Water Agencies (BACWA) on a two-step emissions inventory improvement process that will result in pooled source test results that can be applied to wastewater treatment plants throughout the state. This will delay the full-site wide Rule 11-18 HRA for EBMUD, but the Air District plans to conduct a focused HRA for EBMUD that will include sources (such as combustion devices) that will not be impacted by this BACWA study. This focused HRA will be scheduled after the Schnitzer HRA work is completed.</p>	Air District

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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.	<p>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 in early 2024. See also #14.</p> <p>The Air District continues to make funding available for eligible portable and stationary engines (&gt; 25hp) under Carl Moyer, CAP, and FARMER programs.</p>	Air District
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.	Priorities for source evaluation and rule development efforts for 2023 include plans to begin additional white paper evaluations (including strategies identified in WOCAP) as capacity allows, however work has not yet begun on white paper evaluation of this source.	Air District
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.	Priorities for source evaluation and rule development efforts for 2023 include 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.	Air District
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.	Based on the limited potential to effectively achieve substantial VOC emission reductions, this effort was removed from the BARCT schedule in 2022 and amendments to Rule 8-5 are not being proposed at this time. Reductions of toxic emissions and exposures from these sources will continue to be pursued through other Air District programs, including continued implementation of Rule 11-18.	Air District

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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.	PG&E and EBCE no longer pursuing these initiatives, and 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.	East Bay Community Energy, PG&E
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).	The Air District launched the Bay Area Healthy Homes Initiative to improve health outcomes and climate resilience in overburdened communities of Contra Costa and Alameda Counties in January 2023. The program brings asthma services and home retrofits to address health triggers, improve energy efficiency and keep outdoor pollution out of the home through a unique partnership between the Air District, BayREN, county health departments, and a local non-profit. As of June 2023, the program had enrolled 67 patients -61 in Contra Costa and 6 in Alameda- and residents in 12 multifamily buildings and 10 single family homes.	Air District
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.	No update.	OEHHA City of Oakland, Alameda County Public Health Dept.
77	Consistent with the Healthy Development Guidelines, the City of Oakland implements a project-wide smoking ban in Oakland at new developments.	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.	City of Oakland, Alameda County Public

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			Health Dept.
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).	Completed.	City of Oakland
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.	No update.	Alameda County Public Health Dept., City of Oakland
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.	No update.	Air District
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.	Oakland Economic and Workforce Department is collaborating with both the Mayor's Office and City Administrator's Office on a green business attraction plan.	City of Oakland, Alameda County

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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.	No update.	OEHHA
83	The City of Oakland works with community partners to implement the Healthy Development Guidelines for new building projects.	Several health-related policies were included in the Draft Environmental Justice Element. The Planning Commission held a study session on the draft element in May of 2023 and an adoption hearing in August of 2023. City Council adopted the EJ Element in September, 2023.	City of Oakland
84	The Alameda County Public Health Department expands its Asthma Management programs.	No update.	Alameda County Public Health Department
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.	No update.	Alameda County Public Health Department, City of Oakland
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.	No update.	Alameda County Public Health Department

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
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 and found that the majority of local emissions from commercial cooking come from underfired charbroiling. CARB is moving forward with the air districts to evaluate existing and emerging control technologies for underfired charbroiling. The results of the technology evaluation will determine next steps.	CARB
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.	No update.	City of Oakland
89	The Alameda CTC and Caltrans will continually engage with the community, at a minimum through participation in quarterly meetings of the WOCAP implementation committee, on early project planning and delivery for projects in West Oakland where Alameda CTC and/or Caltrans is the project sponsor in order to ensure projects do not increase transportation impacts on residents. These projects will undergo appropriate reviews to assess the environmental and health impacts, and potential local benefits, and adopt associated mitigation measures so they do not result in a net increase in air pollution or health inequities for residents most impacted by the county's freight transportation system in West Oakland.	Alameda County Transportation Commission's GoPort Public Information Officer attends WOCAP meeting and continues to conduct community outreach on projects in West Oakland, with a particular focus the GoPort projects, and agency staff are actively engaging with the community on other multimodal improvement projects in West Oakland. Caltrans representative also attends WOCAP meetings and keeps steering committee members apprised of DOT projects in the West Oakland area.	ACTC Caltrans
FSM_1	The Air District will investigate local impacts of backyard wood fires and strategies to minimize these impacts.	See update for FSM 5.	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
FSM_2	The Air District will analyze road dust emission rates for local streets.	<p>The Air District completed emissions estimation for all roadway segments in the Bay Area in 2022, including a base case scenario of regional and the West Oakland community road dust emissions inventory.</p> <p>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.</p> <p>The Air District staff also reviewed the proposal for the CARB Supplemental Environmental Project Program, developed by the West Oakland Environmental Indicator Project (WOEIP) and Sonoma Technology, Inc (STI), regarding road dust and street sweeping assessment. The Air District staff provided review comments and participated in technical discussions to refine work plan and methodology of air pollution monitoring and data processing.</p>	Air District
FSM_3	The Air District will investigate potential rulemaking to limit fugitive dust from construction activity.	<p>Air District staff initiated efforts to propose amendments to two rules: Rule 6-1: Particulate Matter – General Requirements and Rule 6-6: Particulate Matter – Prohibition of Trackout. These rules address particulate matter emissions from commercial and industrial sources. Background and updates related to the regulatory amendments were presented to the Air District Stationary Source and Climate Impacts Board Committee in 2022 and 2023. A draft white paper was published and draft regulatory amendments are being developed and will be shared with the community and stakeholders for feedback in 2023.</p> <p><a href="https://www.baaqmd.gov/rules-and-compliance/rule-development/fugitive-dust">https://www.baaqmd.gov/rules-and-compliance/rule-development/fugitive-dust</a></p>	Air District
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.	No update.	Air District CARB, EBMUD



Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
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	Priorities for source evaluation and rule development efforts for 2023 include plans to begin additional white paper evaluations (including strategies identified in WOCAP) as capacity allows. Further research on the impacts of wood burning are currently under way. Pending the findings from these further studies and prioritization of this effort, staff anticipates initiating a source evaluation and white paper process.	Air District
FSM_6	The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.	No update.	Port of Oakland
Enf_AD _1	Increase Frequency of Compliance Inspections at Stationary Sources: To ensure compliance with air quality standards, rules and regulations, the Air District's Compliance & Enforcement Division will enhance inspection frequencies in the West Oakland area for the next 5 years: <ul style="list-style-type: none"> <li>• Inspect all the permitted facilities and sources within a 2-year period;</li> <li>• Inspect any unpermitted facilities and sources identified by the Steering Committee; and</li> <li>• Annually track and document the number of inspections conducted, including type, date and location.</li> </ul>	Inspect all the permitted facilities and sources within a 2-year period was completed in 2021-2022 reporting period.  Enforcement staff continue to conduct unannounced inspections on any unpermitted facilities and sources identified by the Steering Committee. Each inspection is documented in a compliance verification report.	Air District
Enf_AD _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. Informational fliers will help the community understand particulate emissions and air quality regulations that specifically prohibit open burning of garbage, tree pruning and other combustible material in residential fireplaces and open firepits.	Completed.	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2022 to June 30, 2023	"Lead" Agency
Enf_AD _3	<p>Provide Annual Report on Enforcement Activities of Stationary Sources: The Air District's Compliance &amp; Enforcement Division will provide an annual update to the Steering Committee summarizing the progress of the West Oakland Enforcement Strategy at the end of each calendar year for the next 5 years. The update will include the following information:</p> <ul style="list-style-type: none"> <li>• Provide an annual inspection summary to the Steering Committee noting inspection results and a general description of violations in the West Oakland area;</li> <li>• Number of complaints received in the West Oakland area, including a description of the types of complaints.</li> </ul>	<p>Enforcement staff conducted a total of 75 inspections in the reporting period, including 2 gas station inspections, 9 asbestos inspections, and 64 general source inspections.</p> <p>A total of 23 violations were issued. (2 at gas stations, 1 asbestos, and 20 other types of violations).</p> <p>A total of 32 complaints were received in the reporting period (7 odor, 2 fire out, 9 woodsmoke, 2 asbestos, 5 dust, 3 idling truck, and 4 other)</p>	Air District
Enf_AD _4	<p>Update Air District Complaint Policy: While the Air District has a robust complaint policy and procedure to promptly respond to air quality complaints and other compliance incidents/episodes, the Air District recognizes the need to review the complaint procedure, including the evaluation of new technologies to streamline complaint receipt, response and investigations. Air District staff plans to conduct 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.</p>	Completed.	Air District
Enf_AD _5	<p>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.</p>	Completed.	Air District
Enf_AD _6	<p>Identify Unpermitted Sources: CARB and District staff will consult the community for areas where there may be potentially unpermitted sources of emissions.</p>	Air District staff continues to work with community members and other agency staff to identify unpermitted sources.	Air District

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Enf_CA RB_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.	CARB deployed the Portable Emissions Acquisition System (PEAQS) emissions screening device in West Oakland in late August and October of 2022. Both deployments were located at 3rd and Chestnut based on input from WOEIP and with help from the California Highway Patrol to identify a safe location to set up the device. Across the two deployments, CARB screened a total of 691 heavy-duty diesel trucks, identified 7 potential high emitters, pulled over 60 trucks for further inspection, and issued 5 citations.	CARB
Enf_CA RB_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 provided to the Air District.	CARB
Enf_CA RB_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 provided to the Air District.	CARB
Enf_CA RB_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.	No update provided to the Air District.	CARB

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Enf_CA RB_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.	No update provided to the Air District.	CARB
Enf_CA RB_6	Enhance CARB's Data Management Practices. CARB is committed to enhancing the quality of enforcement data for the West Oakland community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the Steering Committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting <a href="https://webmaps.arb.ca.gov/edvs/">https://webmaps.arb.ca.gov/edvs/</a> .	The Enforcement Data Visualization Tool (EDVS) was updated with inspection data up to 2022. CARB has also developed an instructional video that is available on the 'About' section of the EDVS webpage.	CARB
Enf_CA RB_7	Provide in-person community specific training: CARB will develop and implement a new program that will be offered to the West Oakland community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.	No update provided to the Air District.	CARB
Enf_CA RB_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.	No update provided to the Air District.	CARB

## Air District Enforcement Data

<b>Compliance &amp; Enforcement Metrics 2022-2023</b>	
<b>Category</b>	<b>Amount</b>
Inspections Total	<b>75</b>
Violations Total	<b>23</b>
Complaints Total	<b>32</b>

## Air District Incentives Data – Lifetime Reductions 2022-2023

<b>District Incentive Program</b>	<b>Incentive Funding</b>		<b>Reductions</b>			
	<b>Funding Amount (\$)</b>	<b>Number of Projects (Qty)</b>	<b>PM10<sup>1</sup> lifetime reductions (tons)</b>	<b>Total PM lifetime reductions (tons)</b>	<b>ROG lifetime reductions (tons)</b>	<b>NOx lifetime reductions (tons)</b>
Carl Moyer/CAP Programs	4,505,255	1	-	-	-	-
GMP	690,000	2	-	0.035	0.000	2.645
VW ZEFM	100,600	1	-	0.020	0.120	0.380
Vehicle Buyback Program	1,200	1	-	0.000	0.015	0.009
<b>Grand Total</b>	<b>\$5,297,055.00</b>	<b>7</b>	<b>-</b>	<b>0.055</b>	<b>0.135</b>	<b>3.034</b>

Note: 1. PM10 = Particulate Matter 10 (small particles with an aerodynamic diameter less than or equal to a nominal 10 microns)

## Air District Incentives Data – Reductions (tons/year) 2022-2023

<b>District Incentive Program</b>	<b>Incentive Funding</b>		<b>Reductions</b>			
	<b>Funding Amount (\$)</b>	<b>Number of Projects (Qty)</b>	<b>PM10<sup>1</sup> (tons/yr)</b>	<b>Total PM (tons/yr)</b>	<b>ROG (tons/yr)</b>	<b>NOx (tons/yr)</b>
Carl Moyer/CAP Programs	4,505,255	1	-	-	-	-
GMP (diesel)	690,000	2	0.007	0.007	0.000	0.529
VW ZEFM	100,600	1	-	0.002	0.012	0.038
Vehicle Buyback Program	1,200	1	-	0.000	0.015	0.009
<b>Grand Total</b>	<b>\$5,297,055.00</b>	<b>7</b>	<b>0.007</b>	<b>0.009</b>	<b>0.027</b>	<b>0.576</b>

Note: 1. PM10 = Particulate Matter 10 (small particles with an aerodynamic diameter less than or equal to a nominal 10 microns)