

## Appendix 1 Status of WOCAP Strategies, 2023-2024

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"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.	The City and CASS continue to negotiate the terms of a Disposition and Development Agreement (DDA) and anticipate bringing the DDA to City Council for approval in 2024. Oakland Maritime Support Services (OMSS) is currently finalizing its construction air quality plan after it was available for public comment and receiving input from Staff. OMSS is also tracking its permit for new construction through the building permit process. California Waste Solutions (CWS) is currently responding to comment letters received after its air quality plan was available for public comment. CWS and is also tracking its permit for new construction through the building permit process.	In progress	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.	The Air District reviewed and commented on one project between July 1, 2023 to June 30, 2024 within the West Oakland AB617 Community:  Oakland Harbor Turning Basins Widening Project: <a href="https://www.baaqmd.gov/~media/files/planning-and-research/ceqa-letters/2023/baaqmd_turning_basins_widening_deir_comment_letter121823-pdf.pdf?rev=e4e35c8c15b7481d87ea20c82279d69d&amp;sc_lang=en">https://www.baaqmd.gov/~media/files/planning-and-research/ceqa-letters/2023/baaqmd_turning_basins_widening_deir_comment_letter121823-pdf.pdf?rev=e4e35c8c15b7481d87ea20c82279d69d&amp;sc_lang=en</a>	Ongoing	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.	Caltrans released the solicitation for the study but received no bid from contractors by the December 2023 deadline. Caltrans modified the scope (reducing the proposed community engagement tasks) and was awarded an additional \$150,000 in March 2024 for this project (bringing the study total to \$600,000). The Air District and the City of Oakland have reviewed the modified work scope and provided comments. Caltrans is in the process of republishing the RFP with a planned timeline of August 2024. If Caltrans receives a successful bid, the Division hopes to kick off the study by Winter 2024 or early 2025.	In progress	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.	No update. May be considered in Phase 2 of the General Plan Update.	In progress	City of Oakland

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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.	In October 2023, the City adopted Planning Code Amendments as part of Phase 1 of the General Plan Update that amend expiration timelines for Nonconforming Uses and CUP termination timelines for truck-intensive uses. Additional work on this strategy may occur in Phase 2 of the General Plan Update.	In progress	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.	The Economic Development Action Plan, which is slated to be released by Economic Workforce Division by the end of 2024, will present a set of policy recommendations to spur business movement.	In progress	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 Strategy revisions – Proposed to continue strategy: Caltrans determines the number of trucks that park in the Caltrans right-of-way near West Oakland. Caltrans works with WOEIP and the Air District to address air quality issues from truck parking leases, such as by modifying leases to allow for collecting surveys and partnering with the Air District and CARB to allow enforcement access.	Not yet started	Caltrans
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.	Complete	City of Oakland
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community.	See Strategy revisions – This strategy is proposed to be closed out.	Close out	City of Oakland

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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.	Final draft of the Oakland Urban Forest Master Plan is expected Summer 2024.	In progress	City of Oakland, Air District, WOEIP
11	The City of Oakland works with local groups to train residents to maintain biofilters.	See Strategy 10.	In progress	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.	Prescott Greening has fall 2024 community meetings scheduled. WOEIP is working with Hyphae to determine the best scientifically supported mitigation plan.	In progress	WOEIP
13	The City of Oakland conducts a study regarding development fees for environmental mitigations.	Completed.	Complete	City of Oakland
14	The Air District, in partnership with IBank, provides loans guarantees 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).	After much input from air districts, CARB approved updates to the Community Air Protection Incentives Guidelines 2024, which included the addition of Emergency Stationary Diesel Generator Replacement Projects as an eligible category, allowing districts to fund replacements of older diesel generators with zero-emission technologies. The Air District will consider developing a program for this category with a focus on local small businesses.	In progress	Air District
15	The City of Oakland continues requiring new developments to provide infrastructure for electrical vehicle charging stations.	Completed.	Complete	City of Oakland
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	Caltrans is currently conducting field studies to collect data and evaluate a vegetative barrier model.  The City of Oakland Dept. of Transportation (OakDOT) will use its West Oakland STEP grant to pilot vegetative buffers in West Oakland and measure air quality	In progress	City of Oakland, CARB, Caltrans,

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	site design between buildings and sources of air pollution (for example, a freeway).	data before and after. Hyphae Labs is the lead on this task. Due to a delay in grant implementation, work on this item began in June 2024. Hyphae is assessing whether this task can still be completed as originally envisioned by December 2025, which is the end of the grant implementation period.		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.	Progress was stalled by the Ninth Circuit Court of Appeals' decision overturning Berkeley's new construction gas ban, which forced Oakland to stop enforcing our own ban from 2020. The City's ECAP Consistency Checklist, adopted 2021, is an important backstop for all but single-family residential construction, as it would require any developer wishing to build with gas to revisit CEQA & conduct an extra GHG reduction strategy. Staff is currently exploring legislative/policy options to replace our 2020 rule (anticipated by Q1 2025). The Ninth Circuit decision also stalled progress on the BE Roadmap for existing buildings, which we now hope to finalize by Q1 2025.	In progress	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.	See Strategy revisions - This strategy is proposed to be closed out.	Close out	Air District, Port of Oakland
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>Port has received funding, 16 awards, for programs and projects under the Ports ZeroEmissions initiative and Seaport 2020 Beyond Plan, and that align with City ECAP and AB617 WOCAP.</p> <p>These projects and grant applications are coordinated with the Port Community Electrification Committee.</p> <p>Link to Grant Awards: WOCAP, City ECAP <a href="https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/">https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/</a></p> <p>Link to Comprehensive Listing of Port Grants/Applications/Awards/Future Opportunities/ Not Selected: <a href="https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/">https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/</a></p> <p>Recent application for USEPA Clean Ports Grant: <a href="https://www.portoakland.com/cleanports/">https://www.portoakland.com/cleanports/</a></p>	In progress	Port of Oakland

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20	The City of Oakland revises development requirements to require the implementation of as many transportation demand management (TDM) strategies as feasible by developers of new buildings.	City of Oakland Dept. of Transportation (OakDOT) works closely with the Planning Department to tailor Transportation Demand Management (TDM) strategies, site plans, and off-site transportation improvements to private development projects in keeping with the recommendations of OakDOT's Transportation Impact Review Guidelines (TIRG).	Complete	City of Oakland
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>See Strategy revisions – Proposed revision: WOEIP, Air District, Port of Oakland, and other partners continue to actively participate in the Sustainable Port Collaborative and in the Community Electrification Workgroup. The Committee's scope expands beyond its current focus on Port electrification to include: air quality issues, enhanced/increased enforcement of truck parking and idling, improved referral and follow-up to nuisance and odor complaints related to goods movement, improvements to the Port appointment system, charging infrastructure and rates, developing land-use restrictions in industrial areas, funding, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.</p> <p>The Air District continues to offer incentives for eligible zero emissions infrastructure, vehicles, and equipment and these incentives are discussed in the regular Workgroup meetings. The Air District provides feedback and support concerning the Port's other grant-seeking endeavors to electrify and transition to zero-emissions.</p>	In progress	WOEIP, Air District, Port of Oakland
22	The City of Oakland adopts more stringent air quality construction and operations requirements.	<p>The City adopted the EJ Element (September 2023) and related Planning Code Amendments (October 2023). EJ has related policies: 1.8, 1.12 and 1.13. The City updated its Standard Conditions of Approval to address EJ-1.8, EJ-1.12, and 1.13. Underlined changes made can be found in Appendix A of the Final EIR (<a href="https://cao-94612.s3.us-west-2.amazonaws.com/documents/Oakland-Phase-I-2045-GPU-FEIR_July-2023.pdf">https://cao-94612.s3.us-west-2.amazonaws.com/documents/Oakland-Phase-I-2045-GPU-FEIR_July-2023.pdf</a>, pages 77-82 of the pdf).</p> <p>EJ-1.8 Air Filtration. Consistent with the State's Building Energy Efficiency Standards for air filtration in effect as of January 1, 2023, require newly constructed buildings of four or more habitable floors to include air filtration systems equal to or greater than Minimum Efficiency Reporting Value (MERV) 16 (ASHRAE Standard 52.2)</p> <p>EJ-1.12 Construction Site Impacts. Through standard conditions of project approval, code enforcement, and other regulatory mechanisms, require new</p>	Complete	City of Oakland

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		<p>development to minimize disturbances of natural water bodies and natural drainage systems caused during construction and to implement measures to protect areas from road dust, erosion, and sediment loss.</p> <p>EJ-1.13 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>		
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.	Complete	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.	Complete	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.	See Strategy revisions - This strategy is proposed to be closed out.	Close out	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>Port has received funding, 16 awards, for programs and projects under the Ports Zero Emissions initiative and Seaport 2020 Beyond Plan, and that align with City ECAP and AB617 WOCAP.</p> <p>These projects and grant applications are coordinated with the Port Community Electrification Committee.</p> <p>Link to Grant Awards: WOCAP, City ECAP <a href="https://www.portofoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/">https://www.portofoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/</a></p> <p>Link to Comprehensive Listing of Port Grants/Applications/Awards/Future Opportunities/ Not Selected: <a href="https://www.portofoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/">https://www.portofoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/</a></p> <p>Recent application for USEPA Clean Ports Grant: <a href="https://www.portofoakland.com/cleanports/">https://www.portofoakland.com/cleanports/</a> ZE equipment (CHE, Drayage Trucks) and supporting infrastructure.</p>	In progress	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	Completed.	Complete	City of Oakland
28	The California Air Resources Board develops improvements to the existing truck and bus inspection and maintenance programs. Potential improvements include increasing warranty requirements, adding a lower in-use emissions performance level, increasing inspections in West Oakland, using aggregated GPS and other telecommunication records to identify locations of idling trucks and buses, and partnering with the Air District to develop a system using on-board diagnostic and remote sensing devices to identify and fix faulty emissions abatement devices on trucks and buses.	See enforcement update for Action "Enf_CARB_1."	Ongoing	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>	The Advanced Clean Fleets regulation was adopted on April 28th, 2023 by CARBs board at the second public hearing.	In progress	CARB
30	The California Air Resources Board, in partnership with the Steering Committee, WOEIP and the Air District, conduct a pilot study to assess local idling impacts from trucks and buses. The Steering Committee, WOEIP and the Air District advocate for "Clean Idle" trucks and buses to idle no more than 5 minutes when in West Oakland.	In 2023, CARB did not observe any illegally idling diesel trucks in West Oakland. CARB began coordinating with WOEIP on an initiative to install "No Idling" signs at public schools and streets within the community and will continue to do so in 2024.	In progress	CARB
31	The California Air Resources Board develops amendments to the transport refrigeration unit (TRU) regulation to transition the TRU fleet to zero-emission operations by requiring both zero-emission technology and supporting infrastructure.	Completed.	Complete	CARB
32	The California Air Resources Board develops amendments to the existing cargo handling equipment regulation, which includes yard trucks, rubber-tired gantry cranes, and top handlers, that may reduce idling and transition the various types of equipment to zero-emission operation.	CARB is beginning the rulemaking process for amendments to the 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>	In progress	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> )	Complete	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.	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.	Complete	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.	Completed. Amendments to the SORE regulations will become effective January 1, 2023	Complete	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.	Completed.	Complete	City of Oakland

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37	<p>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.</p>	<p>Port has received funding, 16 awards, for programs and projects under the Ports Zero Emissions initiative and Seaport 2020 Beyond Plan, and that align with City ECAP and AB617 WOCAP.</p> <p>These projects and grant applications are coordinated with the Port Community Electrification Committee.</p> <p>Link to Grant Awards: WOCAP, City ECAP <a href="https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/">https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/</a></p> <p>Link to Comprehensive Listing of Port Grants/Applications/Awards/Future Opportunities/ Not Selected: <a href="https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/">https://www.portoakland.com/environment/environmental-stewardship/sustainability-climate-resiliency/</a></p> <p>Recent application for USEPA Clean Ports Grant: <a href="https://www.portoakland.com/cleanports/">https://www.portoakland.com/cleanports/</a></p> <p>ZE equipment (CHE, Drayage Trucks) and supporting infrastructure.</p>	In progress	Port of Oakland
38	<p>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.</p>	<p>In FY 24/25, the West Oakland STEP grant will be purchasing at least one vehicle license plate reader to support truck parking enforcement.</p>	In progress	City of Oakland, Port of Oakland, ACTC
39	<p>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.</p>	<p>1) Truck Route Signage: In 2025, City of Oakland Dept. of Transportation (OakDOT) will be refreshing signage for existing truck routes and truck prohibited streets; 2) unknown progress; 3) Proposed changes to the truck route network were not approved by Council when brought by OakDOT staff in 2022. The effort is currently on hold.</p>	In progress	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.	See Strategy Revisions – Proposed continue strategy: City of Oakland Dept. of Transportation (OakDOT) was originally going to design truck traffic calming measures, in collaboration with residents, as part of the West Oakland Sustainable Transportation Equity Project grant from the California Air Resources Board. Due to delays in the grant implementation, it is unknown at this time whether that design process will move forward. We will know more in the next few months, as we work with our grant partners to determine feasibility.	In progress	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>In the last year, the Air District funded two electric infrastructure projects totaling over \$6.5 million that will support truck fleets servicing the Port of Oakland (24MOY14, 24MOY20).</p> <ol style="list-style-type: none"> <li>1. Air District staff have been meeting regularly with CARB and other air districts to provide input and suggested updates to the State’s incentives program guidelines to better meet the needs of communities and air districts and increase effectiveness of programs that can incentivize the switch to zero-emission technologies. CAP Incentives updates were approved in March 2024 and will undergo additional updates in the coming year. Updates to the Carl Moyer Program are expected to be approved in October 2024.</li> <li>2. The Air District continues to provide incentive information to operators in West Oakland and at the Port of Oakland through workshops and meetings. Specifically, the Air District participates in the Community Electrification Committee to discuss incentive opportunities.</li> <li>3. Air District staff presented at workshops for truck operators who service the Port (one in-person and one online) to share information about current funding opportunities for electrifying their fleets. Staff will also begin attending regular meetings held by the Port for truck operators to support and provide information on transitioning to electric trucks. The meetings are held every two months.</li> </ol>	Ongoing	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.	Port has received funding, 16 awards, for programs and projects under the Ports ZeroEmissions initiative and Seaport 2020 Beyond Plan, and that align with City ECAP and AB617 WOCAP. These projects and grant applications are coordinated with the Port Community Electrification Committee.	In progress	City of Oakland, Port of Oakland

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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.	<p>See Strategy Revisions – Proposed revision: The Port of Oakland studies the effects on truck flow, congestion and related potential health impacts due to increasing visits from larger container ships. The study should include:</p> <ul style="list-style-type: none"> <li>• evaluation of the impact on air quality and truck congestion on container ship “peak offload days” potentially using a health impact assessment framework</li> <li>• feasibility of an off-terminal container yard that utilizes zero-emission trucks to move containers to and from the marine terminals</li> <li>• potential efficiency gains from increasing the number of trucks hauling loaded containers on each leg of a roundtrip to the Port.</li> </ul>	Not yet started	Port of Oakland
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 Strategy #12.	In progress	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.	<p>West Oakland Transit Improvements: City of Oakland Dept. of Transportation’s (OakDOT’s) Traffic Capital Projects team will continue working on 95% design plans for the project, which they expect to complete by September 2024, followed by 100% design, which should be complete by December 2024. We anticipate construction in 2025.</p>	Ongoing	Oakland Dept. Transportation, AC

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		West Oakland Universal Basic Mobility Pilot: Through 2024, staff will continue to recruit program participants and continue the distribution of pre-paid debit cards with a value of up to \$320 each. The City has funding for up to 1,000 participants. The program will end in December 2025.		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.	See Strategy revisions - This Strategy is proposed to be closed out.	Close out	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.	City of Oakland Dept. of Transportation (OakDOT) has completed a Complete Streets repaving effort on West Grand between Mandela Parkway and Market Street that removes one lane of vehicle traffic from Grand Avenue, installs buffered bike lanes, creates protected intersection treatments at high-volume intersections, calms traffic, and improves pedestrian safety on this High Injury Corridor.	Complete	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>1. Vehicle Buy Back program: As written, the strategy is complete, and the Air District continues to enhance this program. In 2024, the Air District Board of Directors approved an increase to the incentive offered from \$1,200 to \$1,500 to scrap 1998 model and older cars.</p> <p>2. Clean Cars for All received an additional \$3.4M in funding. The program is currently open and accepting applications.</p>	Ongoing	Air District
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.	<p>The Air District continues to offer funding annually to replace diesel yard trucks with ZE trucks through our VW Zero-Emission Freight and Marine and Heavy-Duty Vehicle and Equipment Replacement programs. The Heavy-Duty Vehicle and Equipment Replacement program was updated in 2023 to prioritize funding to the Air District's priority areas, including West Oakland. However, no new applications were received this year.</p> <p>The Air District provided a letter of support for the Port's application to the EPA to fund zero emission vehicles and equipment including yard trucks. The Air District also opened an infrastructure solicitation in June 2024 that offers funding for projects that install electric charging stations for equipment such as yard trucks at the Port.</p>	Ongoing	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
50	The Air District offers financial incentives to upgrade tugs and barges operating at the Port of Oakland with cleaner engines every year.	<p>The strategy as written is complete as the Air District continues to provide funding annually through its Heavy-Duty Vehicle and Equipment Replacement Program. In addition, the Air District continues to make successful progress in cleaning up tug boats. Three tug boat projects were awarded over \$9 million in the last year (23MOY145, 23MOY146, 25MOY85) and will repower the tug engines to Tier 4 engines, the cleanest diesel engine available.</p> <p>In the last year, the Air District also approved an award of up to \$5 million for an infrastructure project that will help to bring the first zero-emission tug boat to the SF Bay. The funded project will install shoreside power at the Port of Oakland for Amnav Maritime's proposed zero emissions tug boat and will be co-funded by the California Energy Commission (CEC). The ZE tug itself will cost \$52 million and is being funded in part by CARB's Advanced Technology Demonstration Program. The tug and its supporting infrastructure are expected to be in operation in early 2027.</p> <p>The Air District is also obtaining approval for an award for another shorepower project at the Port of Oakland that will install shoreside power to power a new zero-emission bulk cargo vessel (Eagle Rock Aggregates). The project has been evaluated and awarded and is awaiting approval by CARB and the Port Commission. The vessel itself will be funded in part by CARB's Advanced Technology Demonstration Program.</p>	Ongoing	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.	The Air District continues to offer funding annually to upgrade diesel locomotives through our VW Zero-Emission Freight and Marine and Heavy-Duty Vehicle and Equipment Replacement programs. Direct outreach to locomotive owner/operators in CERP communities is ongoing. There were no new project applications received for West Oakland in the last year.	Ongoing	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.	In 2021, the Air District co-funded 30 hydrogen fuel cell trucks that operate out of the Port of Oakland. These trucks now fuel at a hydrogen fueling facility the Port and are operational. This project was co-funded by ACTC, CARB and the CEC. Furthermore, the Air District has funded hydrogen fueling station in Emeryville and associated fuel cell buses for AC Transit's fleet. The facility and fleet are now operational.	Ongoing	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
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>In early 2024, the Air District contracted two new infrastructure projects that will support the transition to electric truck fleets that service the Port of Oakland.</p> <p>A new competitive infrastructure solicitation opened in June 2024 that offers funding for public and private electric charging stations to support heavy-duty diesel equipment, including projects that support trucks servicing the Port.</p> <p>The Air District is developing a program for replacement of heavy-duty trucks to zero-emission that will open in 2025.</p>	Ongoing	Air District
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>This strategy as written has been met because the Air District has funded over \$1 million in upgrades to cargo-handling equipment (such as RTGs and forklifts) through its Heavy-Duty Equipment Replacement program. This strategy is ongoing because:</p> <ol style="list-style-type: none"> <li>1. Funding continues to be made available annually for TRUs and cargo-handling equipment through the Heavy-Duty Vehicle and Equipment Replacement program that was updated in 2023 to prioritize funding to the Air District's priority areas, including West Oakland. In addition, the Air District has been meeting regularly with CARB and other air districts to provide input and suggested updates to the State's Carl Moyer program guidelines to enhance funding opportunities for all equipment categories. Updated guidelines are expected to be approved in October 2024.</li> <li>2. Air District staff are developing a lawn and garden equipment program that will launch within the next year.</li> </ol>	Ongoing	Air District
55	The Bay Area Rapid Transit District will develop a bike station with controlled access at the West Oakland BART Station.	Mandela Station has their entitlements for the Planned Unit Development and FDP's, but no building permits have been filed to date. Developer is in the process of getting funding for the first phase for the large affordable housing project on the site. Project website: <a href="https://www.oaklandca.gov/projects/west-oakland-bart-mandela-station-1">https://www.oaklandca.gov/projects/west-oakland-bart-mandela-station-1</a>	In progress	BART

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
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> .	Ongoing	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.	Completed.	Complete	Air District
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.	See Strategy revisions - This strategy is proposed to be closed out.	Close out	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.	See Strategy revisions – Proposed revision: Study the effectiveness of street sweeping on road dust, and if effective, work with the City of Oakland and Caltrans to increase the frequency of street sweeping on streets adjacent to schools, on designated truck routes, and on streets near freeways and along the I-880, I-980, and I-580 freeways. Consider technology and techniques that avoid re-suspending road dust.	In progress	WOEIP
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. 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> . <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>	In progress	CARB



Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
61	The California Air Resources Board develops amendments to the Commercial Harbor Craft Air Toxics Control Measure to achieve additional control of harbor craft emissions. The Steering Committee, WOEIP, and the Air District advocate for early compliance of harbor craft operating near West Oakland.	At the March 24th Board Hearing, the Board approved the Commercial Harbor Craft Amendments, which will take effect on January 1st, 2023. The Board directed staff to release a 15-day package for public comment, and all public comments will be included in the Final Statement of Reasons.	Complete	CARB
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.	Completed. 15-day changes, posted March 1, 2023 2nd Board Hearing, Regulation Adopted – April 27, 2023 <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>	Complete	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.	See Strategy revisions – Proposed revision: Expand the Port of Oakland’s existing and highly successful shorepower program by adding mobile shorepower outlets, emissions capture, and control barges, and providing shorepower for bulkers.	In progress	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.	See Strategy Revisions – Proposed revision: CARB, the Port, EPA Region 9 and the Air District collaborate and coordinate to continue to strengthen CARB’s Clean Locomotive Rule.	Not yet started	CARB, Port, EPA Region 9 and Air District
65	The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.	See Strategy revisions – Proposed revision: Continue to develop a partnership with the two Port of Oakland rail tenants on grant funding for electric switchers.	In progress	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 regulation dictate controls 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>	Not yet started	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
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.	See Strategy revisions – Proposed revision: The Air District intends to pursue future programs to reduce emissions and risk from magnet sources related to the goods movement industry via an Indirect Magnet Source policy package. The policy package could include rule making, model ordinances and technical support to local governments to develop their own policies. Emissions reductions may come from the transport trucks serving the Port of Oakland, warehouse distribution centers and other designated freight locations.	In progress	Air District
68	The Air District proposes amendments to existing regulations to further reduce emissions from metal recycling and foundry operations, such as changes to: 1) Rule 6-4: Metal Recycling and Shredding Operations, which requires metal recycling and shredding facilities to minimize fugitive PM emissions through the development and implementation of facility Emission Minimization Plans; and 2) Rule 12-13: Foundry and Forging Operations, which requires metal foundries and forges to minimize fugitive emissions of PM and odorous substances through the development and implementation of facility Emission Minimization Plans by 2025.	<ul style="list-style-type: none"> <li>• Work has begun on white paper evaluation of metal recycling and shredding operations and potential control strategies and concepts.</li> <li>• Staff presented an update on the white paper at the Stationary Source Committee meeting on February 14, 2024.</li> <li>• The White Paper was released for public comments in July 2025.</li> </ul>	In progress	Air District
69	The Air District's Rule 11-18: Reduce Risk from TACS at Existing Facilities requires selected Bay Area facilities to reduce risk or install best available retrofit control technology for toxics on all significant sources of toxic emissions. Based on the results of the facility-specific health risk assessment, the Air District may require Schnitzer Steel and the East Bay Municipal Utility District to adopt a Risk Reduction Plan if the health risk exceeds a risk action level per the requirements of Rule 11-18 implementation. The Air District will keep the CSC apprised of amendments to Rule 11-18.	<p>For Rule 11-18, Implementation Procedures were amended and posted on April 29, 2024. The amendment process for these procedures included a public comment process.</p> <p>The Air District is also working on amendments to Rule 11-18 that are intended to increase the pace at which Health Risk Assessments (HRA) are completed and approved and risk reductions are implemented. We expect to have a workshop on these amendments before the end of the year.</p> <p>Final permit amendments for Schnitzer's shredder controls are in progress.</p> <p>Inventory development for Schnitzer's site-wide Rule 11-18 HRA is in progress.</p>	In progress	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
70	The Air District intends to provide incentives to replace existing diesel stationary and standby engines (fire pumps, dryers, conveyor belts, cranes) with Tier 4 diesel or cleaner engines. Priority is given to upgrading Tier 0, 1 & 2 engines located closest to schools, senior citizen centers, childcare facilities, and hospitals.	<ul style="list-style-type: none"> <li>• After much input by air districts, CARB approved updates to the Community Air Protection Incentives Guidelines 2024, which included the addition of Emergency Stationary Diesel Generator Replacement Projects as an eligible category, allowing districts to fund replacements of older diesel generators with zero emission technologies. The Air District will consider developing a program for this category that will prioritize local small businesses.</li> <li>• The Air District continues to make funding available annually for eligible portable and stationary engines (&gt; 25hp) under its Heavy-Duty Vehicle and Equipment Replacement program that was updated in 2023 to prioritize funding to the Air District's priority areas, including West Oakland. No eligible stationary/standby engine project applications were received in the last year.</li> </ul>	In progress	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.	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Work has not yet begun on white paper evaluation of this source.</li> </ul>	Not yet started	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.	<ul style="list-style-type: none"> <li>• Work has begun on white paper evaluation of this source and potential control strategies and concepts.</li> </ul>	In progress	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.	See Strategy revisions - this strategy is proposed to be closed out.	Close out	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.	Completed.	Complete	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 locations for Clean Air Centers are set through the one-time funding of AB836. No others have been funded within West Oakland. Some locations are running the portable air filters 24 hours a day, seven days per week.	In progress	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.	See Strategy revisions – Proposed revision: The WOCAP Community Steering Committee will adopt a Health in All Policies framework to better consider the health benefits and impacts of proposed plans, policies, and programs.	Not yet started	WOCAP Steering Committee
77	Consistent with the Healthy Development Guidelines, the City of Oakland implements a project-wide smoking ban in Oakland at new developments.	See Strategy revisions – Proposed revision: Consistent with the Healthy Development Guidelines and the Housing Element, the City of Oakland will create an ordinance to prohibit smoking in existing and new multi-unit housing to protect other residents and neighbors from external impacts. The ordinance should consider ways to protect violators from evictions and assist violators in quitting smoking with support from the Alameda County Public Health Department and/or other community health partners.	Not yet started	City of Oakland (Planning), Alameda County Public Health

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
				Department
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.	Complete	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.	See Strategy revisions – Proposed revision: In alignment with General Plan EJ-A.34 and EJ-A.36 the WOCAP and other EJ Priority Community Leaders will advocate that the City of Oakland plan the approach to and begin the participatory budgeting process for EJ community investments, especially ones that reduce emissions or exposure to emissions and protect public health. The City should provide WOCAP and other priority EJ communities with a regular progress report on this strategy.	Not yet started	City of Oakland (City Administrator's Office and Finance Department)
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.	See Strategy revisions - This strategy is proposed to be closed out.	Close out	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
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.	The Economic Development Action Plan (EDAP), which is slated to be released by the City of Oakland Economic and Workforce Division by the end of 2024, will contain a Climate Sector Strategy, including specific actions to attract climate tech businesses. EDAP goals will also be reflected in the Land Use and Transportation Element (LUTE) that is being updated as part of the larger General Plan Update.	In progress	City of Oakland, Alameda County
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.	See Strategy revisions – Proposed revision: Advocate for expanded basic research on health impacts of PM2.5 exposure and add basic research on NOx, SOx, and Toxic Air Contaminants (TACs). Notify Air District and the WOCAP CSC when there are open calls for suggesting new research topics and help the CSC with understanding the research concept solicitation process. Provide updates, as requested by the CSC, on future research projects that address cumulative impacts.	Not yet started	CARB, OEHHA
83	The City of Oakland works with community partners to implement the Healthy Development Guidelines for new building projects.	The Environmental Justice Element was adopted in September 2023 and included many health-related policies aligned with Healthy Development Guidelines. There is potential for more strategies to be adopted as part of Phase 2 of the General Plan Update.	In progress	City of Oakland
84	The Alameda County Public Health Department expands its Asthma Management programs.	See Strategy revisions - This strategy is proposed to be closed out.	Close out	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	See Strategy revisions – Proposed revision: The Alameda County Public Health Department, West Oakland Health Council, and other community health providers in West Oakland increase marketing and education to ensure West Oakland residents know about and utilize existing health programs.	In progress	Alameda County Public Health Department and West Oakland Health Center

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	County; and (5) Alameda County Health Improvement Plan to develop and implement a five-year county plan to improve health and achieve health equity.			
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.	See Strategy revisions - This strategy is proposed to be closed out.	Close out	Alameda County Public Health Department
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 Districts on primary sources and pollutants within the commercial cooking category. We found that the majority of local emissions from commercial cooking come from underfired charbroiling. We are now moving forward with the districts to evaluate existing and emerging control technologies for underfired charbroiling. The results of the technology evaluation will determine our next steps.	In progress	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.	See Strategy revisions - This strategy is proposed to be closed out.	Close out	City of Oakland

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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.	Caltrans representative continues to attend and engage with WOCAP steering committee on projects in West Oakland	In progress	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.	In progress	Air District
FSM_2	The Air District will analyze road dust emission rates for local streets.	Completed.	Complete	Air District
FSM_3	The Air District will investigate potential rulemaking to limit fugitive dust from construction activity.	<ul style="list-style-type: none"> <li>• Staff have continued to consider comments and input received on the Fugitive Dust White Paper published in 2023.</li> <li>• Draft regulatory amendments are being developed and will be shared with the community and stakeholders for feedback.</li> </ul>	In progress	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 Owning Our Air plan area.	See Strategy Revisions – Proposed revision: EBMUD identifies strategies and incentives to address community concerns about odors and disclosing to the community information about complaints and complaint resolutions from EBMUD facility.	In progress	EBMUD
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	An update on mitigation options for woodsmoke impacts and white paper status was presented to the Stationary Source Committee in May 2024. The white paper on woodburning is currently under development, and is tentatively planned to be released in Q4 of 2024.	In progress	Air District



Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"Lead" Agency
FSM_6	The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.	See Strategy Revision – Proposed continue: The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling. All four public agencies (i.e., Air District, Port, City of Oakland (Mobility Division (truck parking) and Code Enforcement Division) and CARB) provide semi-annual updates on coordination efforts pertaining to enforcement.	Not yet started	Air District, 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>	<b>First Bullet:</b> Completed per 2021 Annual Report  <b>Last 2 Bullets:</b> ( <i>Continuous strategy</i> ) Enforcement staff continues to conduct unannounced inspections on any unpermitted facilities and sources identified by the Steering Committee. All inspections are documented in a compliance verification (CV) report and enforcement activity is reviewed periodically.	ongoing	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.	Complete	Air District

Strategy #	DISTRICT/PARTNER/CARB STRATEGIES Brief Strategy Description	Qualitative Status Update July 1, 2023 to June 30, 2024	Status	"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>In this reporting period, enforcement staff have conducted a total of 2 inspections which include 2 general source inspections. A total of 6 violations were issued (6 "other" types of violations). A total of 56 complaints were received in this reporting period (30 odor, 2 fire out, 2 asbestos, 12 dust, 1 GDF, and 9 other)</p> <p>The Compliance &amp; Enforcement Division acknowledges the low number of inspections conducted during this reporting period and is providing reassurance to the community that inspections and enforcement work continues and has not stopped. One factor for the low numbers is that many facilities were inspected in recent years and the sources are due for inspection by the end of 2024. We anticipate a significant increase in inspection activity in West Oakland in Q3 and Q4 2024. Additionally, the Air District transitioned to a new database system in late 2023, which caused some unforeseen disruptions in Q4 2023 and Q1 2024 to business processes and inspection schedules. We have actively worked to resolve this issue and reaffirm our commitment to the community that staffing resources will be allocated to ensure inspections are conducted in a timely manner.</p>	Ongoing	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.	Complete	Air District

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Enf_AD_5	Enhanced Enforcement Referral Process: Through the course of Air District work in West Oakland, Air District inspectors may identify compliance concerns that fall within another local enforcement authority or jurisdiction. The Compliance and Enforcement Division will develop an enhanced referral system with the different agencies having jurisdiction in West Oakland. Any issues identified beyond the scope of Air District's authority will be referred to the appropriate agency on the day of the investigation.	Completed.	Complete	Air District
Enf_AD_6	Identify Unpermitted Sources: CARB and District staff will consult the community for areas where there may be potentially unpermitted sources of emissions.	District staff continues to work with community members and other agency staff to identify unpermitted sources.	Ongoing	Air District
Enf_CARB_1	Increase the frequency of compliance inspections with guidance from the community steering committee: CARB will collaborate with the West Oakland community emissions reduction program Co-leads to work with the Steering Committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community Steering Committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the Co-leads to meet annually with the community Steering Committee in order to prioritize enforcement measures and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.	<p>CARB coordinated a truck enforcement field event on June 28th and 29th of 2023. Prior to the event, staff met with WOEIP to discuss our plan of action and to identify potential locations within the community to conduct roadside inspections and with the California Highway Patrol to identify locations to safely set up inspection sites and pull over diesel trucks. Inspection sites included the intersection of Adeline and 3rd Street and the intersection of Maritime Street and Burma Road. In total, CARB inspected 84 trucks and issued 24 citations across various enforcement programs during this deployment. Once the field event was completed, CARB developed a 2-page summary to share with the community and presented the results at the September 2023 WOCAP CSC meeting. CARB will continue to coordinate with the community to identify truck hot spots for inspections and the deployment of the Portable Emissions Acquisition System, or PEAQS to screen potentially high-emitting trucks.</p> <p>In total, CARB conducted 490 inspections in West Oakland in 2023. This includes the inspections conducted during the June 2023 field event, described above. The breakdown of all 2023 inspections is included below. Overall, CARB continues to see high compliance rates across the various truck enforcement programs in West Oakland.</p> <ul style="list-style-type: none"> <li>- 9 drayage program inspections with 0 violations</li> <li>- 261 Heavy-Duty Vehicle Inspection Program (HDVIP) inspections with 3 non-emissions related violations and 2 emissions related violations</li> <li>- 1 Public Agency and Utility (PAU) vehicle inspection with 0 violations</li> </ul>	Ongoing	CARB

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		<ul style="list-style-type: none"> <li>- 80 Truck &amp; Bus program inspections with 5 emissions related violations</li> <li>- 53 On-Board Diagnostic (OBD) inspections with 4 emissions related violations</li> <li>- 77 Malfunction Indicator Light (MIL) Status inspections with 10 emissions related violations.</li> </ul>		
Enf_CARB_2	Coordinate and conduct inspections of Stationary Source with Air District staff: CARB will coordinate with Air District staff and will select, based on Steering Committee input, stationary sources for joint inspections. CARB is also committed to assisting Air District staff with compliance inspections of unpermitted sources identified by the Steering Committee.	See enforcement update for Action Enf_CARB_5.	Ongoing	CARB
Enf_CARB_3	Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1: In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the State Truck and Bus regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant heavy-duty vehicles based on the model year of the vehicle.	The Truck and Bus regulation requires nearly all trucks and buses to have 2010 or newer model year engines by January 1, 2023, to reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions. To ensure the continued and proper maintenance of heavy-duty vehicles, CARB has been enforcing the Clean Truck Check - Heavy-Duty Inspection and Maintenance (HD I/M) regulation that began in January 2023. Through the Clean Truck Check, CARB has increased the number of inspections in West Oakland across our various enforcement programs, including HDVIP, OBD, and MIL Status inspections. See the enforcement update for Strategy "Enf_CARB_1" for details. For the Truck and Bus regulation, the California DMV continues to place registration holds on trucks and buses with 2009 or older model year engines and CARB continues to inspect trucks for compliance.	Ongoing	CARB
Enf_CARB_4	Provide Annual Report of Enforcement Activities: CARB's enforcement division will provide an annual report to the Steering Committee to update and summarize CARB's enforcement activities within the community.	CARB continues to provide regular updates on our enforcement activities through the WOCAP CSC. In 2023, CARB staff provided an update on 2022 enforcement activities at the April 5, 2023 meeting, followed by an update on the June 2023 truck enforcement field event at the September 6, 2023 meeting.	Ongoing	CARB
Enf_CARB_5	Coordinate with other agencies: CARB will seek opportunities to coordinate with other agencies with enforcement authority in West Oakland like the City and Port of Oakland. One such opportunity could involve CARB staff working with the City of Oakland to provide truck idling signage in areas where community members observe trucks idling.	In 2023, CARB joined and continues to engage in the Rapid Response Taskforce (RRTF) coordinated by US EPA and CalEPA. The RRTF also includes BAAQMD, DTSC, the State and Regional Water Boards, the Port of Oakland, and the San Francisco CUPA, and it aims to bring together the community and the various enforcement agencies to respond to the fire at Radius Recycling that occurred on August 9, 2023. This is part of an ongoing effort for government agencies to be	Ongoing	CARB

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		able to better coordinate and expedite investigations when there is potential non-compliance in overburdened communities like West Oakland.		
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> .	Completed.	Complete	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.	In 2023, CARB joined and continues to engage in the Rapid Response Taskforce (RRTF) coordinated by US EPA and CalEPA. The RRTF also includes BAAQMD, DTSC, the State and Regional Water Boards, the Port of Oakland, and the San Francisco CUPA, and it aims to bring together the community and the various enforcement agencies to respond to the fire at Radius Recycling that occurred on August 9, 2023. This is part of an ongoing effort for government agencies to be able to better coordinate and expedite investigations when there is potential non-compliance in overburdened communities like West Oakland.	Ongoing	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	No update.	Ongoing	CARB

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	and integrate associated activities and data into the West Oakland enforcement measures.			