

AB 617 Community Air Protection Program
Annual Progress Reports for Community Emissions Reduction Programs
Data Collection Document

Date: December 22, 2021

Air District:	Bay Area Air Quality Management District
Community Name:	West Oakland

Reporting Requirement: Assembly Bill (AB) 617 requires that air districts prepare an annual report for each community emissions reduction program.¹

Data Collection: This document is designed to collect the information that is needed to create the required annual reports and is not intended to act as a substitute for the annual reports. After the data are collected, it is expected that air districts will work with their community steering committees to compile the information into their own user-friendly format(s) that reflects community concerns and summarizes progress, challenges, and next steps. California Air Resources Board (CARB) staff will compile data statewide to provide an overall update to CARB's Governing Board and the public.

This data collection document includes: the metrics defined in each community emissions reduction program; action items from CARB Governing Board Resolutions and Staff Reports; and the minimum requirements listed in CARB's Community Air Protection Blueprint.² CARB staff will provide the relevant information on CARB strategies and associated emissions reduction progress for the annual reports. To support transparency, all information will be publicly available.

Due Date for Public Release: CARB's Community Air Protection Blueprint states that annual progress reports must be made available to the public no later than October 1 of each year. Air districts must post the reports on their webpage, issue a public notification that the report has been released, and then present the report to the district board at a public hearing to discuss the contents.

District Staff, please provide the following information for your OVERALL community emissions reduction program³

- Section A: Qualitative progress assessment and status updates for interim milestones identified by the CARB Governing Board; and Quantitative summary of progress

Also, please fill in the attached spreadsheet to provide an update on each strategy in your community emissions reduction program

¹ Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017; codified in California Health and Safety Code section 44391.2(c)(7) which states that each district "...shall prepare an annual report summarizing the results and actions taken to further reduce emissions, pursuant to the community emissions reduction program..."

² California Air Resources Board, "Community Air Protection Blueprint", October 2018, Appendix C, pages C-38 to C-40, available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint>

³ Bay Area Air Quality Management District, "Owning Our Air: The West Oakland Community Action Plan" (i.e., West Oakland Action Plan), October 2 2019, available at: <https://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan>.

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- Section B: Status update for each strategy (attach spreadsheet)

Section A: QUALITATIVE progress assessment and status updates for interim milestones identified by the CARB Governing Board

- 1) Provide a *qualitative* progress assessment. Briefly describe the progress made and provide a status update for each of the following items:

[Ref. Blueprint, page C-39, C-40]

West Oakland Environmental Indicators Project (WOEIP) and the Bay Area Air Quality Management District (Air District) together are the Co-leads of Owing Our Air: The West Oakland Community Action Plan (Owing Our Air or the Plan). The Co-leads are working with the Community Steering Committee, which is comprised of community members and local agency staff to guide implementation of the Plan. Since adoption of the Plan on October 2, 2019 by the BAAQMD, the Co-leads and the Steering Committee have completed the following tasks described below:

- Community Engagement.

2020 Completed Tasks

The Co-leads continued planning and holding monthly Steering Committee meetings and transitioning to remote Zoom meetings in April 2020 in response to the COVID-19 pandemic. The Steering Committee implemented a Subcommittee structure for further study and to advance the Plan's partner strategies, i.e., strategies that require action(s) by an agency other than the Air District or CARB. This Subcommittee approach has allowed for smaller group meetings which are necessary to dig into individual strategies for deeper discussion. The Subcommittees are also helping meet the Co-leads goal of nurturing leadership within the Steering Committee as each Subcommittee is led by a community and an agency Co-chair.

The Co-leads hired a West Oakland based multi-media company, Diff Works, to create videos and to create a slide deck to document Owing Our Air's first year of implementation. The Co-leads also funded youth interns from the Rose Foundation to create a video that expressed a youth perspective on air quality issues. These materials will function as both community-friendly documentation of the work accomplished so far and create interest to encourage new community members to engage in Plan implementation.

2021 Completed Tasks

In 2021 the Co-leads continued holding monthly Steering Committee meetings and Subcommittee meetings remotely through Zoom. The Steering Committee continued to guide implementation. While the subject-area Subcommittees made great progress in 2020, in 2021 participants felt that a new approach was needed to focus efforts on the partner lead strategies that the Subcommittees identified as top priorities. By the fall of 2021 the Steering Committee had agreed to disband the Subcommittees and begin to meet as Implementation Teams. The Implementation Teams will build off the

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work of the Subcommittees and focus on a single or several related high priority partner lead strategies.

Implementation progress made in 2021 would not be possible without the commitment of agency partners, who are critical to ongoing implementation success, including the Alameda County Public Health Department, Alameda County Transportation Commission, Bay Area Regional Collaborative, Caltrans, CARB, California Department of Public Health, City of Oakland, the Metropolitan Transportation Commission, Port of Oakland, and others.

- **Enforcement.**

2020 Completed Tasks

The Co-leads and Steering Committee worked with Air District Compliance & Enforcement staff to implement the following enforcement actions identified in *Owning Our Air*:

Inspections, Violations and Complaints

While Covid-19 poses challenges, staff have continued to enforce Air District rules and regulations to the best extent feasible. The following table provides an overview of the enforcement efforts in 2019 and the first half of 2020; representing approximately half of a three-year reporting period:

Enforcement Action	Jan-Dec 2019	Jan-Aug 2020	Totals for 2019 and 2020
Source Inspections	93	74	167
Notices of Violations	13	11	24
Air Quality Complaints	44	52	96

Stop Burning in Our Community

Air District Compliance & Enforcement staff worked with the Co-leads and Steering Committee members over the summer of 2020 to develop the *Stop Burning in Our Community* [brochure](#) and [poster](#) to discourage indoor and outdoor burning, a source of air pollution and odor in West Oakland identified by the Steering Committee. The materials highlight the negative health impacts of burning, inform the public of Spare the Air Alerts that ban wood burning, provide information on the Air District complaint hotline and how to check before burning to comply with Air District regulations. The brochure and poster also help inform the public that illegal burning can result in a Notice of Violation and encourages community members to heat their homes with clean and efficient heating devices.

Air Quality Complaint Policy Update

The Air District hosted five public workshops (San Francisco, Oakland, Santa Rosa, San Jose and Martinez) in late 2019 and early 2020 to solicit public comments and

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suggestions to improve the existing Air Quality Complaint Guidelines. For those who could not attend a workshop, the Air District posted an online [video of the presentation](#). The public comment period closed February 20, 2020, and a [summary of comments](#) is posted online. In addition, there are several other efforts underway to help the public understand the Air Quality Complaint Program, including:

- Development of a new online Air Quality Complaint Reporting System to improve the complaint reporting process,
- Updates to information on the Air Quality Complaint webpage and Complaint brochure, and
- Production of short videos to provide an overview of the complaint investigation process.

Collectively, these enhancements will help address community concerns over confidentiality, equity, language interpretation needs for non-English speakers, and provide clarity and transparency to our investigation and enforcement processes.

Enhancing Enforcement Referrals

In addition, Air District staff are improving how complaint referrals are handled and processed internally. To ensure compliance concerns are promptly addressed and shared with other enforcement agencies, the Air District is developing guidance documentation for staff. This includes a general overview of the public regulatory agency with authority and contact information for specific questions and/or registering a complaint. This information will help Air District staff serve the public efficiently when other regulatory agencies have jurisdiction over a complaint issue.

2021 Completed Tasks

Inspections, Violations and Complaints

While Covid-19 posed many challenges in 2021, staff continued to enforce Air District rules and regulations to the greatest extent feasible. The following table provides an overview of enforcement efforts in the second half of 2020 and the first half of 2021:

Enforcement Action	Sept 2020 – June 2021
Source Inspections	104
Notices of Violations	10
Air Quality Complaints	44

Enhancing Enforcement Referrals

The Air District completed updates to the Air Quality Complaint Program based on comments and suggestions received at the 5 public workshops conducted in 2019 and 2020. Staff updated the Air Quality Complaint Policy & Procedures, brochure, emissions log, complaint webpage, complaint reporting system, and created additional materials such as helpful tips on reporting a complaint. Staff are working on developing a video series to explain the complaint process. Program updates can be

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found at <https://www.baaqmd.gov/online-services/air-pollution-complaints/complaint-policy-and-procedures>

In addition, inspectors now are trained to coordinate with local regulatory and enforcement agencies and initiate enforcement referrals when appropriate. The new complaint reporting system lists the contact information for different agencies that have regulatory authority that are outside the BAAQMD jurisdiction.

- Metrics for Tracking Progress.

2020 Completed Tasks

Since January 2020, Steering Committee Subcommittees have met to study the Plan’s partner-led strategies through an equity lens. This work would not be possible without the generous partnership of the City of Oakland’s Department of Race and Equity. The Department has provided training and support to the Subcommittees and Steering Committee. This guidance has allowed the Subcommittees to begin to assess the equity implications of all partner strategies and determine what data and outcome-oriented metrics should be tracked for each implemented strategy. Guiding equity questions considered by the Subcommittees include:

1. What is the intended racial equity outcome of the strategy, (who might benefit)?
2. Are there unintended consequences of the strategy (who might be burdened)?
3. How will we measure our success in reaching the racial equity outcome of the strategy?

Due to the short time frame available to develop the Plan, equity was not specifically considered before adoption in October 2019. As the Plan seeks to address inequities and environmental injustices, the equity focus during implementation is critical for Plan success. As each strategy is evaluated for its equity implications specific outcome-oriented metrics will be developed along with identification of the data types/sources to measure those outcomes.

Beyond the specific equity metrics being developed please note Air District’s technical staff continues to work with CARB’s inventory team on the methodology and data, so that we can be consistent with CARB inventory updates as described below under “Board-Directed Action #6.”

Please also see the attached Annual Progress Report Data Collection Document sheet “6. District Metrics” regarding meetings, inspection actions, funds spent, and emission reductions.

2021 Completed Tasks

In 2021 Steering Committee Subcommittees continued a deep dive into high priority partner led strategies. We expanded this investigation using the same Framework

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Principals we used while the Plan was under development. We considered how the success of these strategies could be measured by identifying:

- a. How equity is at the center,
- b. How neighborhoods might benefit and be impacted,
- c. How the Strategy would reduce emissions exposure to improve health outcomes, and
- d. Examining funding options available and any alternative funding available.

By comparing answers to these questions with work completed in the later part of 2020 and the beginning of 2021, Subcommittees were able to further a shared understanding of each partner strategy and confirm that work to date was on track.

Please see the attached Annual Progress Report Data Collection Document sheet “6. District Metrics” regarding meetings, inspection actions, funds spent, and emission reductions.

- **Implementation Schedule.**

2020 Completed Tasks

Of the 101 Strategies listed on Sheet “5. District Strategies”, the Co-leads and Steering Committee have:

- “Fully implemented’ two strategies,
- “Mostly implemented” two strategies, and
- “Have begun implementing” 68 strategies.

Of the remaining 30 strategies, 20 are CARB strategies and 10 have not been started. Of the strategies not yet initiated, the Plan did not anticipate work to be started in year 2020. The Co-leads believe that we are on target to meet Plan milestones. There are no changes to the implementation schedule presented in *Owning Our Air* (see Table 6-4, page 6-20 of Chapter 6.)

Please also see the attached Annual Progress Report Data Collection Document Sheet “5. District Strategies” for specifics on Strategy implementation actions, and Sheet “6. District Metrics” for details regarding meetings, inspection actions, funds spent, and emission reductions.

2021 Completed Tasks

Of the 101 Strategies listed on Sheet “5. District Strategies” the Co-leads and Steering Committee have:

- “Fully implemented’ seven strategies,
- “Mostly implemented” five strategies, and

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- “Have begun implementing” 78 strategies.

Eleven strategies have not been started, and the WOCAP did not anticipate initiation of these strategies before 2022. The Co-leads believe we are on target to meet Plan milestones, and there are no changes to the implementation schedule presented in *Owning Our Air* (see Table 6-4, page 6-20 of Chapter 6.)

Please see the attached Annual Progress Report Data Collection Document Sheet “5. District Strategies” for specifics on Strategy implementation actions, and Sheet “6. District Metrics” for details regarding meetings, inspection actions, funds spent, and emission reductions.

- **Data Analysis.**

2020 Completed Tasks

The equity analysis described above helped identify the need for additional socioeconomic data on West Oakland’s residents, businesses, and employee population. The Co-leads are working with the City of Oakland to gather these data so that the equity implications of strategy implementation are better understood.

Also note that the Air District’s technical staff continues working with CARB’s inventory team on the methodology and data, so that we can keep consistency with CARB inventory updates, as described below under “Board-Directed Action #6.”

2021 Completed Tasks

A highlight of data analysis efforts completed in 2021 is the City of Oakland and Air District’s work to model freight trips for businesses in lands zoned industrial. This work provides evidence of the number freight trips, often made by diesel trucks, in West Oakland and other Oakland communities and supports implementation of WOCAP strategies 5, 7, & 8. Results of this effort will be presented at the 2022 Transportation Research Board Annual Meeting.

- **Strategy Development.**

2020 Completed Tasks

See above Metrics for Tracking Progress for information about the equity work on Plan Strategies. See also Annual Progress Report Data Collection Document Sheet “5. District Strategies” for narrative information entered in columns F, AC, AI, and AJ for each strategy.

2021 Completed Tasks

See above Metrics for Tracking Progress for information about the Framework Principals questions used to dive deeper into high priority partner led strategies.

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See also Annual Progress Report Data Collection Document Sheet “5. District Strategies” for narrative information entered in columns F and AI for each strategy.

- 2) Highlight any “lessons learned” that can be used to support communities with similar sources and air quality challenges. *[Ref. Blueprint, page C-39]*

2020 Lessons Learned

The Co-leads believe that *Owning Our Air* offers lessons that can be applied in other communities. These lessons point to the importance of building trust in the community and with community-based organizations, developing an equal partnership with a community-based organization(s), and developing multi-agency support for the plan and plan development process. There are no short-cuts to developing trust, which comes from doing the work together over a long period of time and taking the time to address and resolve conflicts as they arise.

Owning Our Air is built on the trust developed between WOEIP, and the Air District over 16 years working together. Examples of this work include the Community Air Risk Evaluation Program (CARE), which laid the groundwork for *Owning Our Air*. Since that time, WOEIP and the Air District have worked together to better understand pollution sources in West Oakland, the disparate health impacts on the community, and strategies to address these negative outcomes, through the West Oakland Truck Survey, and mutual engagement on plans including the Port of Oakland’s Seaport Air Quality 2020 and Beyond Plan.

WOEIP’s deep history in West Oakland attracted residents and community-based organizations to the Steering Committee. The Steering Committee, comprised of residents, interested community members, business leaders, and local government agency staff, met monthly to guide the process of plan development and continues to meet to implement the Plan. Steering Committee members and the public contribute the deep local knowledge of West Oakland necessary for the Plan to be successful.

The Steering Committee also built technical knowledge, by learning about existing and ongoing air quality studies, air quality modeling and measuring, health data available for West Oakland and other communities in Alameda County, existing programs, enforcement, and agency responsibilities. In other words, during the Steering Committee process there is an equal exchange of expertise between community members and government agencies.

From the beginning of Plan development, the Co-leads have worked with and sought commitment to *Owning Our Air* from local agencies. Again, this work builds on long-standing relationships between Co-leads and the City, Port, and Alameda County, for example. The Plan kick-off in July 2018 was at Oakland City Hall and speakers included the Mayor of Oakland, the President of the Board of Port Commissioners,

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and a Councilmember for the City of Oakland. These political endorsements of the process and Plan helped generate interest and attention in Owning Our Air. The Town Hall meeting to introduce the draft Plan to the community in August 2019 also resulted in great community turnout and political support.

Finally, Owning Our Air builds on the community engagement and planning work completed by local agency partners. For example, it incorporates strategies from the West Oakland Specific Plan, the City’s bicycle and pedestrian plans, and the joint City and Port West Oakland Truck Management Plan. Thus, Owning Our Air offers support to work that our agency partners have already committed to doing.

2021 Lessons Learned

The lessons learned during plan development and year one of implementation, reported above, helped the Steering Committee continue to innovate and adjust as needed in 2021. For example, the Co-leads, Steering Committee, and Subcommittees took the following actions in 2021:

- The Co-leads hired additional consultants to standardize and streamline processes, including meeting agendas, communication, and minutes.
- The Steering Committee created the Health Equity Advisory Committee (HEAC) to guide Steering Committee health policy questions and data analysis.
- The Subcommittees focused on the top ranked partner-lead strategies and thought deeply about how to implement them.
- The Steering Committee decided to disband the subject-focused Subcommittees and to reorganize into Implementation Teams to move specific strategies forward in 2022.

In sum, 2021 demonstrates the need for the Co-leads and Steering Committee to remain nimble and responsive to change. We anticipate that adjustments and flexible responses will be needed throughout Plan implementation.

3) The community emissions reduction program will have included a community profile. Describe any community profile updates, such as the following information, if applicable: *[Ref. Blueprint, page C-39]*

3a) Describe changes in community attributes (e.g., revised socioeconomic data).

2020 & 2021 Completed Tasks No changes in socioeconomic data or community attributes to report.

3b) List any new community attributes that have been identified (e.g., new local public health indicators).

2020 & 2021 Completed Tasks No new community attributes to report.

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- 4) In its oversight role, the CARB Governing Board may identify interim implementation milestones, either during its initial consideration of the community emissions reduction program for approval, or as discussed in any subsequent CARB Governing Board meetings. Provided below are action items specified during CARB's Board Meeting in December 2019.⁴ [Ref. *Blueprint*, page C-40]

Please use the form below or provide an attachment that describes updates and progress towards the following interim implementation milestones:

Action Items in CARB Board Resolution 19-29 and CARB Staff Report

The Board hereby directs the District to work with CARB and the community steering committee to complete the additional actions as defined in the Staff Report on pages 7 and 8 (these actions are listed below).

Reduction Strategies

The Plan includes an extensive set of emissions and exposure reduction strategies, which are generally responsive to community concerns and recommendations. However, the proposed strategies are generally high-level, and the community steering committee recognized that prioritization and further definition of these strategies was a critical next step. To help clarify and refine the list of strategies, staff recommends that CARB staff, BAAQMD, and the community steering committee work together to undertake the following actions during the early phase of the Plan implementation process:

- Board-Directed Action #1: Prioritize the strategies and further study measures and develop an implementation plan for the highest priority strategies.

2020 Completed Tasks

The Steering Committee's Subcommittees worked to reach consensus on the Type and Level of Effort they wished to invest in the different Partner Strategies, based on a continuum of effort that can be summarized as:

Stay informed: "Let me know about upcoming meetings and any decisions that are being made"

Be consulted: "I will listen to presentations and read materials and share any concerns or thoughts"

Get involved: "I will engage in discussions and I am willing to spend more time, attend meetings, and share information with others"

Actively participate: "I will actively spread the word, participate in additional meetings, write letters and emails, and talk to friends and neighbors"

Drive the decision: "I will take ownership and responsibility, plan and hold meetings, develop content, and seek consensus decisions"

⁴ CARB Board Resolution 19-29, available at: <https://ww2.arb.ca.gov/board-resolutions-2019> and CARB document "West Oakland, Community Emissions Reduction Program Staff Report" released November 14, 2019, available at: <https://ww2.arb.ca.gov/resources/documents/west-oakland-community-emissions-reduction-program-staff-report>.

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As a result, the Subcommittees identified the following strategies as those they are enthusiastic to work on. The Subcommittees will recommend these strategies to the Steering Committee as the prioritizes for the next year of implementation:

Health and Living Buffer Subcommittee:

- Implement Citywide urban canopy plan (#10)
- Knowledge sharing about green buffer care (#11, #16)
- Increasing health programs presence in the neighborhood (#76)
- Limiting community members' cumulative exposure (#82)

Land Use Subcommittee:

- Reducing the pollution burden caused by industrial businesses near residential uses (#83)
- Relocate polluting businesses to suitable locations (#4)
- Update city codes and ordinances to regulate truck-attracting businesses (#1, #4, #22)
- Preventing resident displacement (#25)
- Supporting local green businesses (#1)

Transit/Bike/Walk Subcommittee:

- Decreasing road dust through more frequent street sweeping (#59)
- Grand Avenue and other transit improvements (#45, #47)
- Implementation of West Oakland BART bicycle station (#55)

Port and Freight Subcommittee

- Permanent truck parking in Port area (#26)
- Support for policies and incentives supporting zero-emissions trucks (#19, #37)
- Implementation of West Oakland Truck Management Plan (#38, #39)

Please see the attached Annual Progress Report Data Collection Document sheet “5. District Strategies” column F, which identifies the strategies that the Subcommittees note need further clarification and development.

2021 Completed Tasks

In 2021, the Subcommittees focused on making progress on the high-priority partner lead strategies. Examples of progress made include progress on strategies that address Health, Land Use & Mobile Sources, Regulations & Enforcement, & Investments in the community of West Oakland. For example:

- The Oakland City Council approved land use entitlements to allow recycling facility California Waste Solutions (CWS) to move from the community of West Oakland to City land at the former Oakland Army Base (now the Gateway Industrial District). Community organizations have long advocated for moving industrial businesses further from residential uses, while keeping industry and jobs in Oakland, so this is a huge success (#1, #4, others).

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- In 2021, CARB began enforcement of At-Berth Regulation amendments to reduce emissions from more vessel visits and ship types (#35). Air District Enforcement staff, in response to community concerns, updated policies to remove barriers in our complaint investigation process, enhancing Air District Inspector ability to confirm complaints, investigate and resolve complaints more efficiently (#24).
- To advise the Steering Committee on available health data and studies and to make health policy recommendations to the Steering Committee, in 2021 the Co-leads partnered with the Environmental Defense Fund to convene a Health Equity Advisory Committee (HEAC).
- Finally, agency partners applied for and received grant funding that allow for investments in West Oakland that reduce emissions and make the community safer and more connected. Years of work by the community and agency partners have resulted in funds for cleaner equipment that will produce less air pollution and reduce exposure, improve access to transit and increase safety.

- Board-Directed Action #2: Identify the strategies that require commitments from other agencies to implement and include engagement mechanisms with other agencies.

2020 & 2021 Completed Tasks

Please see the attached Annual Progress Report Data Collection document, sheet “5. District Strategies” column AB for a list of partner agencies needed to implement each strategy and column AC for information about work completed by the partner agency to date. Column AB includes agencies that require engagement, support and sometimes adoption and implementation of each strategy. The engagement mechanism is through Steering Committee and Subcommittee involvement and is also reflected on the Annual Progress Report Data Collection document sheet “6. District Metrics” with 86 meetings between the Air District and agency partners between plan adoption and August 2020; and 77 meetings between September 2020 and June 30, 2021.

- Board-Directed Action #3: Consider and discuss potential strategies to reduce impacts from new or modified sources in the community.

2020 & 2021 Completed Tasks Many of the Plan’s strategies strive to review the impacts of new or modified sources in the community, see Board-Directed Action #1 above for examples. For a complete list please see the attached Annual Progress Report Data Collection Document sheet “5. District Strategies” column D.

- Board-Directed Action #4: Discuss prioritizing potential project types for incentive funding, including stationary sources, and an identification of funding sources for incentive-based and other strategies, including AB 617 incentive funds.

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2020 & 2021 Completed Tasks Please see response to Board-Directed Action #1 above. These strategies point to the projects that the Subcommittees have prioritized for funding sources.

- Board-Directed Action #5: Provide annual updates on opportunities to expedite implementation of air district regulations, including reducing emissions and risk from magnet sources.

2020 Completed Tasks See the current implementation schedule below for Air District regulations that are referenced in Owing Our Air.

Regulation	Schedule
Reg 5: Open Burning	Amendment development begins post 2020.
Reg 6-3: Woodburning	Amendment development begins post 2020.
Reg 6-4: Metal Recycling and Shredding Operations	Amendment development begins post 2020.
Reg 8-5: Organic Liquid Storage Tanks	Releasing Draft Amendments by the end of 2020, so any adoption would be in 2021.
Reg 12-13: Foundry and Forging Operations	Amendment development begins post 2020.

2021 Completed Tasks See the current implementation schedule below for Air District regulations that are referenced in Owing Our Air.

Regulation	Schedule
Reg 5: Open Burning	Source evaluation begins in 2022.
Reg 6-3: Woodburning	Source evaluation begins in 2022.
Reg 6-4: Metal Recycling and Shredding Operations	Source evaluation begins in 2022.
Reg 8-5: Organic Liquid Storage Tanks	Technical assessment ongoing, draft amendments anticipated 2022.
Reg 12-13: Foundry and Forging Operations	Source evaluation begins in 2022.

Tracking Progress and Ensuring Effective Enforcement

Tracking progress and effective enforcement are key to successful implementation of any community emissions reduction program. The Plan includes a discussion of metrics to track progress and an enforcement plan. The example metrics included are appropriate for discussion but high-level. Without specific progress metrics for the identified strategies, it will be difficult for BAAQMD, the community steering committee, and other partners to evaluate progress over time. Staff recommends that CARB staff, BAAQMD, and the community steering committee work together

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to undertake the following action as part of implementing the Plan and reporting on progress to better enable the community steering committee, CARB, BAAQMD, and the public to evaluate Plan effectiveness over time:

- Board-Directed Action #6: Develop metrics to track progress that:
 - are clear and action-based;
 - use the “examples of potential tracking metrics” in the Plan as a starting place;
 - identify data sources and tracking frequency; and
 - track progress at sensitive receptors across West Oakland.

2020 Completed Tasks The Air District continues to work with the West Oakland Steering Committee and CARB staff to improve our emissions inventory methodology, identify needs for updating the community-scale inventory, and refine air quality modeling results for key emissions sources. For example, in the Plan, emission estimates for ocean-going vessel (OGV) berthing were provided by CARB and were consistent with analyses conducted for CARB’s draft At Berth Regulation, with an assumed implementation year of 2021. In August 2020, CARB officially adopted the OGV At Berth Regulation with implementation beginning in 2023, which may require OGV at berth emissions to be updated for analysis year 2024 in the Plan. Other emissions sources are under review to identify potential changes needed to the West Oakland community-scale emissions inventory. The Air District will consult with the Steering Committee and collaborate with CARB to develop a timeline and approach for incorporating these changes in future annual reports.

2021 Completed Tasks

During 2021, the Air District continued to work with CARB staff to improve methodology for the regional and community-scale emissions inventory. For example, we had discussions with CARB staff regarding the incorporation of the new EMFAC2021 data to adjust on-road mobile source emissions estimates based on EMFAC2017 data. We also reviewed recently available studies and data that can be used to update the West Oakland community-scale emissions inventory in the future, such as the growth projection of Ocean-Going Vessels (OGVs) from the San Francisco Bay Conservation and Development Commission (BCDC) Seaport Forecast report, the Port of Oakland’s Performance Incentive Programs for OGVs and Locomotives Study, and the Union Pacific’s updated estimates of fuel consumption for locomotives operating within the Air District. The Air District staff also served on a collaborative team with Caltrans and CARB to review proposed research methods for improving road dust estimations.

- Board-Directed Action #7: Provide a list of which strategies in the Plan will provide quantifiable emissions or exposure reductions that would contribute towards achieving the Plan’s emissions reduction and equity-based targets, and which pollutants they are designed to reduce.

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2020 Completed Tasks

The Co-leads are developing a methodology to estimate quantifiable emissions and exposure reductions. Please see the attached Annual Progress Report Data Collection document sheet “4. CARB Incentives” and “6. District Metrics” for a summary of emission reductions estimated from incentive programs which are reflective of the strategies.

The Steering Committee and Subcommittees are in the process of evaluating strategies for equity outcomes.

2021 Completed Tasks

The Co-leads, in collaboration with the Steering Committee and new HEAC, continue to develop methods to estimate quantifiable emissions and exposure reductions.

In addition, please see the attached Annual Progress Report Data Collection document sheet “4. CARB Incentives” and “6. District Metrics” for a summary of emission reductions estimated from incentive programs which are reflective of the strategies.

- Board-Directed Action #8: Provide a three-year inspection history for permitted stationary sources in West Oakland to complement information on complaints and notices of violation that are currently contained in the Plan.

2020 & 2021 Completed Tasks Please see Attachment 1 below.

Please also see the attached Annual Progress Report Data Collection document sheet “6. District Metrics” regarding meetings, inspection actions, funds spent, and emission reductions.

Technical Foundation

The Plan uses a community-scale air quality dispersion model to estimate local source contributions to PM_{2.5} and DPM concentrations, as well as cancer risk from carcinogenic TACs in West Oakland. CARB recognizes the value of looking beyond emissions inventories to understand where air pollution impacts people in the community. Given the technical complexity and associated computational demands, modeling work must complement robust emissions inventory and monitoring data. For example, BAAQMD has indicated that they did not have adequate time to incorporate certain emissions sources and pollutants into the air quality model. To help characterize air quality in West Oakland and support tracking progress, staff recommends BAAQMD undertake the following work and share this information with the community steering committee as part of Plan implementation:

- Board-Directed Action #9: Work with CARB to complete and analyze the emissions inventory to illustrate source attribution in the community.

Please see response to Board-Directed Action #6

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- Board-Directed Action #10: Develop a clear timeline and approach to incorporate all emissions sources and pollutants present in West Oakland into the community-scale air quality model.

2020 Completed Tasks

The Air District will continue to consult with the Steering Committee and collaborate with CARB to confirm timeline and to develop an approach for incorporating additional emission sources and pollutants into the West Oakland emissions inventory and future annual reports.

2021 Completed Tasks

During 2021, the Air District updated the residential wood combustion emissions inventory for the Bay Area, and are in the process of incorporating that information into the planning inventory for West Oakland. In addition, we updated the regional CMAQ modeling that was used to evaluate the impact of non-local sources on air quality in West Oakland, and based on that new modeling, have revised our estimates of “background” (i.e., non-local) pollutant concentrations in the community. We will also be examining how to use that new modeling platform to estimate the impact of local sources not included in the original dispersion modeling.

Additional actions from CARB Board Resolution 19-29 are listed below:

- Board-Directed Action #11: The Board directs the District to submit annual reports to CARB by October 1 of each year beginning in 2020, developed in accordance with the Blueprint requirements and including updates on the implementation of the Plan and the additional actions required by this resolution.

2020 Completed Tasks The public [Annual Report](#) is available on the Air District [webpage](#). Two annual report videos are also on the [webpage](#).

2021 Completed Tasks Air District and WOEIP presented an annual report to the BAAQMD Community, Equity, Health & Justice Committee on November 4, 2021. The Staff Report and Board Presentation can be found on the Air District’s [Board Meeting webpage](#) and attached below.

- Board-Directed Action #12: The Board directs CARB staff to develop a community-scale emissions inventory for West Oakland, in collaboration with the District, to support tracking progress and statewide comparisons.

[NOTE: CARB staff will complete this section]

- Board-Directed Action #13: The Board directs CARB staff and the District to continue to partner and engage with the City of Oakland, the Port of Oakland, and other agencies on plans, activities, or projects that may be relevant to the

Section A: QUALITATIVE progress assessment and status updates for interim milestones identified by the CARB Governing Board

West Oakland community’s air quality challenges, including the Port’s Seaport Air Quality 2020 and Beyond Plan, the City and Port’s West Oakland Truck Management Plan, and City of Oakland General Plan updates.

2020 Completed Tasks Please see the attached Annual Progress Report Data Collection Document sheet “5. District Strategies” columns F, AB, AC, and AI. Also see Document sheet “6. District Metrics” which documents meetings by Strategy.

2021 Completed Tasks Please see the attached Annual Progress Report Data Collection Document sheet “5. District Strategies” column F. Also see Document sheet “6. District Metrics” which documents meetings by Strategy.

Section A: QUANTITATIVE Summary of progress for the community emissions reduction program

- 5) Status of the Strategies Included in the Program – Summarize the total number of strategies that have been fully implemented, the number that are in progress, and the number that have not yet begun implementation.

[Ref. Blueprint pages C-38, C-39. West Oakland Action Plan, Section 4.4]

Please see the response to Question 1 “Implementation Schedule” above. Please see attached Annual Progress Report Data Collection Document sheet “5. District Strategies” columns G through J for specific strategies.

- 6) Completion of Required Elements – Describe completion of required elements (e.g., emissions reduction targets, milestones for compliance goals, etc.). Some required elements are provided below in 6a, 6b, and 6c.

[Ref. Blueprint pages C-3, C-4, C-38, C-40.]

6a) Emission Reduction Targets – Summarize progress toward achieving overall emission reduction targets (PM2.5, PM10, DPM, NOX, and VOC, as applicable).

[Ref. Blueprint pages C-16 to C-19, C-38, C-40. West Oakland Action Plan, pages 6-8 to 6-12, Table 6-1; pages 6-18 to 6-20, Table 6-3; page 8-2]

West Oakland Action Plan Emissions Reduction Targets (tons/year in 2024):

- Diesel PM = 2.40 tpy (Table 6-1);
- PM2.5 = 3.71 tpy (Table 6-3)
- Cancer-risk weighted toxics = 2337 tpy (Table 6-2)

2020 Completed Tasks The Air District estimates that through incentive programs, the following emission reductions have been achieved:

Pollutant	Reduction Target (tons/year)	Incentive Reduction Estimates (tons/year)
Diesel PM (1)	2.40	0.91

**AB 617 Annual Progress Report:
Data Collection Document for BAAQMD – West Oakland**

Section A: QUANTITATIVE Summary of progress for the community emissions reduction program

PM2.5 (2)	3.71	0.87
Cancer-risk weighted toxics (2)	2337	719

1. Source: Annual Progress Report Data Collection Document Sheet “6. District Metrics”
2. Source: BAAQMD calculations

Please see the attached Annual Progress Report Data Collection Document sheet “4. CARB Incentives” and “6. District Metrics” for more information on emission reductions.

2021 Completed Tasks

The Air District estimates that through incentive programs, the following emission reductions have been achieved:

Pollutant (1)	Reduction Target (tons/year)	Incentive Reduction Estimates (tons/year)
Diesel PM	2.40	14.12
PM2.5	3.71	12.5
Cancer-risk weighted toxics	2337	9821

1. Source: BAAQMD calculations

Toxic Air Contaminants (or TACS), including diesel particulate matter and fine particulate matter are the focus of community concerns and the Plan. Air District emission reduction estimates include all CARB and Air District funded incentive projects, and we estimate a reduction of 14 tons per year (tpy) of diesel particulate matter, 12.5 tpy of fine particulate matter, and 9821 tpy of TACS from incentive projects. These incentive projects also helped reduce an estimated 430 tpy of nitrogen oxides, 21 tpy of reactive organic gases, and one tpy of total particulate matter. Air District and CARB Incentive staff deserve credit for these outstanding reductions in emissions.

Section A: QUANTITATIVE Summary of progress for the community emissions reduction program

6b) Proximity-Based Goals - Summarize progress toward achieving proximity-based goals (e.g., measures addressing conflicting land uses, relocating truck routes, planting trees and other vegetative barriers, installing high efficiency air filtration).

[Ref. Blueprint pages C-19, C-20. West Oakland Action Plan, page 4-6]

2020 & 2021 Completed Tasks The Steering Committee and Subcommittees have prioritized strategies that address proximity-based goals (see response to “Board-Directed Action #1 above). The Land Use Subcommittee and the Health/Living Buffer Subcommittee have worked to collect data to address these issues. This work is reflected in both the Annual Progress Report Data Collection Document sheet “5. District Strategies” and “6. District Metrics”.

6c) Compliance Goals - Provide an update on progress toward achieving compliance goals and improving compliance (e.g., summarize non-compliance rates and other key compliance statistics). *[Ref. Blueprint page C-31. West Oakland Action Plan, pages 7-17 to 7-19]*

Please see response to Question #1 “Enforcement” above and the attached Annual Progress Report Data Collection Document sheet “5. District Strategies” rows 102-107 for updates on the enforcement strategies.

7) Plan Goal and Targets – In addition to the required emissions reduction targets, the Plan establishes the goals and targets shown below. Summarize reduction in local concentrations of PM2.5, diesel PM, and cancer risk in seven impact zones. *[Ref. West Oakland Plan, pages 4-5 to 4-7, Figure 4-4, page 8-2, Table 8-1]*

	2025 TARGET All neighborhoods experience West Oakland’s average air quality	2030 TARGET All neighborhoods experience West Oakland’s best air quality
Diesel PM	<0.25 µg/m3	<0.13 µg/m3
PM2.5	<1.7 µg/m3	<1.2 µg/m3
Cancer Risk	<200 in a million	<110 in a million

Please see answer to Item #6 above for estimated emission reductions in West Oakland.

Air District staff continues to work with CARB staff to update the inventory and will develop a schedule for reporting progress toward targets, per consultation with the Steering Committee members, in future annual reports (e.g., every two to three years from 2022).

Section A: QUANTITATIVE Summary of progress for the community emissions reduction program

- 8) Tracking Health Conditions – The Plan states that health conditions in West Oakland will be compiled and reported on a periodic basis (e.g., data on asthma emergency visits, asthma hospitalization, and cancer, heart disease, and stroke death rates). *[Ref. West Oakland Action Plan, page 8-3]*

2020 Update: Air District staff will continue to work with Alameda County Public Health Department to compile and report health data on a periodic basis, as new health data becomes available.

2021 Update: The WOCAP Steering Committee created a Health Equity Advisory Committee (HEAC) in 2021. The HEAC will work to create realistic health tracking metrics based on available meaningful data. The HEAC estimates that meaningful data will be available approximately five years after plan adoption.

- 9) Incentives Investments - Summarize the total incentives investments for programs that are identified in the community emissions reduction program or for other projects that provide air quality benefits within the community.

For a summary of Air District incentives that are estimated to benefit the West Oakland community, please see the attached Annual Progress Report Data Collection Document sheet “6. District Metrics”.

**AB 617 Annual Progress Report:
Data Collection Document for BAAQMD – West Oakland**

Section B: Status update for EACH STRATEGY in the community emissions reduction program

Please fill in the attached spreadsheet document and provide an update on the status and specific metrics for EACH STRATEGY. [Ref. Blueprint, page C-39]

Please see the attached Annual Progress Report Data Collection Document sheet “5. District Strategies” and “6. District Metrics”.

**Attachment 1
LIST OF VIOLATIONS ISSUED IN WEST OAKLAND (Sept 2020 – June 2021)**

NOV Number	Regulation	Type	Date Issued	Site	Address	City	Zip	Status
A59812	Rule 2-1-301 & 302	Administrative Requirement	9/10/2020	American Fumigation Corp.	1 Market Street	Oakland	94607	Pending
A59811	Rule 2-1-301 & 302	Administrative Requirement	9/29/2020	Advanced IPM	1 Market St, Howard Terminal	Oakland	94607	Pending
A60503	Rule 2-1-307	Operational Requirement	10/14/2020	Alaska Gasoline	6211 San Pablo Ave	Oakland	94608	Closed
A60178	Rule 8-7-301.1	Operational Requirement	10/19/2020	TraPac	2800 7th St	Oakland	94607	Pending
A60380	Rule 8-7-302.2	Operational Requirement	11/17/2020	Chinatown 76 Unocal #0752	800 Harrison Street	Oakland	94607	Closed
A59104	Rule 11-2-401.5	Administrative Requirement	11/19/2020	Asbestos Management Group of California	3438 Helen Street	Oakland	94607	Closed
A59152	Rule 11-2-401.5	Administrative Requirement	3/25/2021	Silverado Contractors Inc.	2855 Mandela Pkwy	Oakland	94608	Closed
A59816	Rule 2-6-307	Operational Requirement	6/14/2021	East Bay Municipal Utility District	2020 Wake Avenue	Oakland	94607	Pending

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 1, 2021

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

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

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

DISCUSSION

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

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Alison Kirk
Reviewed by: Henry Hilken

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

AGENDA 6A - ATTACHMENT

Owning Our Air Annual Progress Report Strategy Status, November 2021

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

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

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

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

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
2	The Air District will continue to engage in environmental review processes for development projects in West Oakland, such as the Oakland A's Ballpark and the MacArthur Maze Vertical Clearance Project, including coordinating with community partners and lead agency staff, providing data and technical assistance, and reviewing and commenting on CEQA documents through 2025.	District staff reviewed and submitted comment letters on the proposed Eagle Rock Aggregates, the Oakland A's Howard Terminal project, and the Prologis Air Quality Operations Plan (part of Oakland Army Base Project). District staff continue to engage in any development projects in or with potential impacts on West Oakland air quality. This work includes collecting data, writing letters, and attending meetings.	long-term
3	The Air District will study the potential air pollution and health outcomes of allowing truck traffic on I-580 and designating a truck lane on I-880. Allowing truck traffic on I-580 would require legislative approval, re-engineering, and re-construction.	District staff discussed studying truck trips with agency partners, determining that local street studies should be prioritized. District staff discussed with MTC a study on adding a truck lane on I-880. District staff leveraged resources to study magnet sources and local roads and will consider expanding studies to highways which will require coordination among several agencies. District staff began coordinating with ODOT and Caltrans to further study allowing truck traffic on I-580.	long-term
12	The Air District and the West Oakland Environmental Indicators Project intends to implement the green infrastructure project currently under development between Interstate I-880 and the Prescott neighborhood in West Oakland by 2021.	The Metropolitan Transportation Commission (MTC) award \$600,000 in Priority Conservation Areas program grant funds to WOEIP in conjunction with Alameda CTC matching funds of \$300,000. CARB provided \$125,000 and the Port has awarded \$50,000. The Steering Committee Health/Living Buffers Subcommittee, as part of implementing Strategies #10, 11, and 16, heard presentations from the City on the Equitable Climate Action Plan, Citywide Tree Inventory, and Urban Forest Master Plan. The Subcommittee recommends incorporating implementation of this strategy into the Adapt Oakland Plan.	long-term
14	The Air District provides subsidized loans for local small businesses to install energy storage systems (e.g. batteries, fuel cells) to replace stationary sources of pollution (e.g. back-up generators).	Air District staff is developing a Community Health Protection Program to fund the replacement of back-up diesel generators. In 2020, the District funded a zero-emission ferry that will operate between Oakland and San Francisco, and a developer of renewable microgrids for municipal and commercial buildings. Both are loan guarantee projects.	long-term
18	The Air District advocates for more electrical infrastructure and power storage, including development of (1) fast-charging facilities, (2) truck charging stations and (3) better land use support for electric trucks by 2025.	The Air District awarded approximately \$5.2M for Charge! projects in 2021. Staff are working on relaunching the program for another round of funding at the end of 2021. The Air District also offers grants for electrical infrastructure through the Community Health Protection Program and other programs.	long-term
21	The Air District works with the City and Port of Oakland and other agency and local partners to create a Sustainable Freight Advisory Committee to provide recommendations to each agency's governing board or council. The Committee's scope includes: air quality issues, enhanced/increased enforcement of truck parking and idling, improved referral and follow-up to nuisance and odor complaints related to goods movement, improvements to the Port appointment system, charging infrastructure and rates, developing land-use restrictions in industrial areas, funding, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.	The West Oakland Environmental Indicators Project and EarthJustice formed the Sustainable Port Collaborative to implement this Strategy. The Collaborative has so far held two meetings in 2021, focusing their initial efforts on zero-emission drayage trucks.	long-term

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

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

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
71	The Air District proposes new regulations to reduce emission sources from autobody and other coating operations, including the use of vanishing oils and rust inhibitors by 2025.	Not Started- 2023 Rule Development has not begun.	long-term
72	The Air District proposes new regulations to reduce emissions from wastewater treatment plants and anaerobic digestion facilities, such as a regulation to reduce emissions of methane, reactive organic gases, and oxides of nitrogen by 2020.	Currently under study; may be implemented as part of Rule 11-18. If further study is needed the schedule will be evaluated as part of the Source Prioritization Framework.	midterm
73	The Air District proposes amendments to existing Regulation 8-5 to further reduce emissions of reactive organic gases and other toxic compounds from organic liquid storage tanks by 2020. Organic liquid storage tanks are defined in Regulation 8-5.	Staff continues to evaluate controls and develop potential draft amendments; Board consideration anticipated in 2022.	midterm
74	The Air District advocates for a plan that East Bay Clean Energy and PG&E are spearheading to replace the Dynegy Power Plant with a cleaner and more reliable source of energy by 2022. The proposed location for this initiative is the Oakland C, Oakland L, Maritime Port of Oakland, and Schnitzer Steel substation pocket, which is located within PG&E's Oakland distribution planning area. Eligible resource types include: (1) in-front-of-the-meter renewable generation; (2) in-front-of-the-meter energy storage, and (3) behind-the-meter energy storage. EBCE is seeking to procure the energy, resource adequacy (RA), and renewable energy credits (RECs) associated with these local resources, while PG&E will focus on meeting Oakland's transmission reliability needs.	Not Started- the District anticipates this work would to be begin in 2022. The District included in its comment letter on the Oakland Waterfront Ballpark District Draft EIR in support of the conversation of the Dynegy Power Plant to a battery storage facility.	midterm
75	The Air District intends to develop and fund a program to reduce exposure to air pollution at schools, day care facilities, senior centers, health facilities, public facilities, apartments and homes in West Oakland by 2021. This Strategy includes policies or grants for building energy efficiency upgrades to reduce infiltration of pollutants and the installation of high-efficiency air filtration systems (rated MERV 14 or higher).	On 9/15/21 the Air District Board authorized acceptance of up to 2 million for the Bay Area Healthy Homes Initiative from the Automobile Emissions Research and Technology Fund to expand the Healthy Homes Initiative to Alameda County to serve adult & child high-risk asthma patients in communities impacted by air pollution. In fall of 2021, the Air District is providing 30 indoor air-filters to current respiratory health patients at the West Oakland Health Council.	midterm
80	The Air District researches actions that are potentially exposure-reducing, such as: 1) an engineering evaluation of exhaust stacks and/or vents to determine if relocation will reduce local exposure; (2) a study to determine if smart air filtration systems can reduce exposure by in-taking air during daily non-peak vehicle travel times, such as between midnight and four a.m.; and (3) a study of	Work on this Strategy anticipated to begin in 2023.	long-term

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

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

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

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

November 2021

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

Notes:

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

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

Notes:

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

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

November 2021

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

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

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

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

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

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

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

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

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

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

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

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

PARTNER STRATEGIES: PORT & FREIGHT				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
40	The City of Oakland, consistent with the West Oakland Truck Management Plan, implements, in consultation with West Oakland residents, traffic calming measures to keep truck traffic off residential streets.	City of Oakland	The Subcommittee took no action on this strategy during 2020 or 2021.	mid-term
42	The City and Port of Oakland award long-term leases to vendors that will deliver trucker services (including mini-market and convenience stores, fast food, and fast casual restaurants), and parking to keep trucks off West Oakland streets.	City of Oakland & Port	Not Yet Underway.	mid-term
43	The Port of Oakland studies the effects on truck flow and congestion due to increasing visits from larger container ships, the feasibility of an off-terminal container yard that utilizes zero-emission trucks to move containers to and from the marine terminals, and the potential efficiency gains from increasing the number of trucks hauling loaded containers on each leg of a roundtrip to the Port.	Port of Oakland	The Port of Oakland is currently studying truck flow, congestion and parking needs as part of their 2021 Strategic Planning process.	long-term
44	The Alameda County Transportation Commission works with West Oakland residents and businesses to develop mitigations to short- and long-term impacts caused by the construction of the 7th St Grade Separation East Project and the implementation of other elements of the GoPort Initiative.	ACTC	The Metropolitan Transportation Commission (MTC) award \$600,000 in Priority Conservation Areas program grant funds to WOEIP in conjunction with Alameda CTC matching funds of \$300,000, and CARB provided \$125,000 and the Port has awarded \$50,000; these funds will support tree planting activities in the Prescott neighborhood.	mid-term
63	The Port of Oakland implements a Clean Ship Program to increase the frequency of visits by ships with International Maritime Organization Tier 2 and Tier 3 engines.	Port of Oakland	The Port completed a feasibility study of this measure in December 2020. The study concluded that implementation is currently not feasible due to the lack of vessels with IMO-Tier 3 engines and vessel scheduling largely driven by routes to the Ports of Los Angeles and Long Beach.	long-term
64	The Port of Oakland implements a Clean Locomotive Program to increase the number of U.S. EPA Tier 4 compliant locomotives used by the UP, BNSF, and OGRE railways to provide service in and out of the Port of Oakland.	Port of Oakland	The Port completed a feasibility study of this measure in December 2020. The study concluded that implementation is currently not feasible due to rail car volumes being too low to prompt railways to prioritize Tier 4 locomotives at a reasonable incentive amount. The study also notes that no current clean locomotive incentive program exists within the US. CARB and the South Coast AQMD are studying an incentive program as part of the 2022 State Implementation Plan effort that may serve as a template for a program in Oakland.	long-term

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

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

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

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

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	than 85 percent in the 1.0-3.0 μm range (AHRI Standard 680).			
81	The City of Oakland works with local businesses, partner agencies, and community members to develop a Green Business Strategic Plan to attract, retain, and support innovative green companies in West Oakland. This effort includes coordination with State and local agencies to develop criteria for green business certification for new and existing businesses.	City of Oakland	The Subcommittee believes that moving services for residents closer to residential areas will benefit the health and well being of the community. The City will consider this strategy as part of General Plan update process.	near and mid term
83	The City of Oakland works with community partners to implement the Healthy Development Guidelines for new building projects.	City of Oakland	To be considered as part of General Plan update process.	near term
88	The City of Oakland studies revising standard conditions of approval and/or similar requirements for large projects to require "opt-up" to East Bay Community Energy's Brilliant 100 carbon-free electricity supply.	City of Oakland	This action has been paused while EBCE restructures its rate offerings. EBCE is eliminating the Brilliant 100 option in 2021; the Subcommittee recommends that the Steering Committee reconsider this Strategy.	near term

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

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
58	The Oakland Unified School District and the City of Oakland, as part of the Safe Routes to Schools Program in West Oakland, begin twice a day street closures next to public schools in West Oakland to keep cars and trucks away from arriving and departing students.	City of Oakland	The Subcommittee does not consider this Strategy viable and recommends that the Steering Committee not pursue this Strategy further. OUSD does not support this Strategy.	
59	The City of Oakland increases the frequency of street sweeping to decrease road dust, particularly on streets adjacent to schools, on designated truck routes, and on streets near freeways. The California Department of Transportation increases the frequency of street sweeping along the I-880, I-980, and I-580 freeways. Consideration is given to technology and techniques that avoid re-suspending road dust.	City of Oakland & Caltrans	Working with WOEIP and OakDot, in November 2020 Oakland Public Works began enforcing street sweeping related parking regulations on Market Street (after a pause due to COVID-19). In Feb 2021 City Council authorized the purchase of a mini street sweeper meant for bike lanes and Caltrans made a presentation to the Subcommittee on its road dust research.	near term
89	The Alameda CTC and Caltrans will continually engage with the community, at a minimum through participation in quarterly meetings of the WOCAP implementation committee, on early project planning and delivery for projects in West Oakland where Alameda CTC and/or Caltrans is the project sponsor in order to ensure projects do not increase transportation impacts on residents. These projects will undergo appropriate reviews to assess the environmental and health impacts, and potential local benefits, and adopt associated mitigation measures so they do not result in a net increase in air pollution or health inequities for residents most impacted by the county's freight transportation system in West Oakland.	ACTC & Caltrans	The Agency Co-Chair for this Subcommittee is a representative of Caltrans. In Feb 2021 Caltrans made a presentation updating the Subcommittee on the Active Transportation Program, Prescott Buffer Study, progress on establishing zero-emissions truck parking in the Caltrans ROW, and other efforts. Alameda CTC staff regularly attend Steering Committee and Subcommittee meetings, funding round tables with MTC and other partners, and is available to update the Subcommittee on its projects when requested.	near term

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

PARTNER STRATEGIES: HEALTH & LIVING BUFFERS				
Strategy#	Strategy Description	Lead Agency	2021 Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
84	The Alameda County Public Health Department expands its Asthma Management programs.	Alameda County Public Health Department	The Subcommittee heard a presentation from ACPHD on the Asthma Start and other asthma related programs and provided the group information on the County's COVID response. The Air District initiated discussions with ACPHD and BayRen on how to leverage each other's programs working at the nexus of public health, energy efficiency, home weatherization, and air quality. These partners applied and received a \$2 million dollar grant through the California Attorney General's office Automobile Emissions Research and Technology Fund.	near term
85	The City of Oakland works with Alameda County Public Health Department to improve access to medical services within West Oakland. This work expands existing programs such as: (1) Child Health and Disability Prevention Program free health check-ups for infants through teens; (2) Asthma Management at schools; (3) Building Blocks for Health Equity which works to correct inequity in health outcomes for children; (4) Urban Male Health Initiative which is charged with reducing the premature mortality of men and boys in Alameda County; and (5) Alameda County Health Improvement Plan to develop and implement a five-year county plan to improve health and achieve health equity.	City of Oakland	See Strategy #76 and 84	near term
86	The Alameda County Public Health Department works with agency and local partners to investigate the use of green building approaches in housing construction and renovation that will reduce emissions and exposure to air pollution emissions. This work examines weatherization/energy efficiency and renewable energy services. This work draws from the Contra Costa County Health Department's pilot effort in cooperation with the Regional Asthma Management Program.	Alameda County Public Health Department	See Strategy #84	mid term



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 6

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

Community Equity, Health and Justice Committee
November 4, 2021



**West Oakland
Environmental
Indicators Project**
know which way the wind blows

Alison Kirk
Principal Environmental Planner
akirk@baaqmd.gov



Outcome



The Committee will hear an update on
Owning Our Air: The West Oakland
Community Action Plan implementation
activities.



Outline



Owning Our Air Overview

Implementation Progress

Next Steps

Community Perspective



Requested Action



No action requested. Item is information only.



Owning Our Air Overview

FINAL

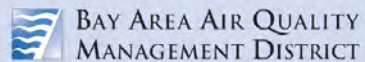


OWNING OUR AIR

The West Oakland Community Action Plan – Volume 1: The Plan

October 2019

A joint project of the Bay Area Air Quality Management District and West Oakland Environmental Indicators Project



BAY AREA AIR QUALITY
MANAGEMENT DISTRICT



West Oakland
Environmental
Indicators Project
Know which way the wind blows.

Source: [Bay Area Air Quality Management District](#)

- Co-led by the Air District and West Oakland Environmental Indicators Project (W.O.E.I.P.)
- Plan developed by community Steering Committee
- Adopted by Air District Board in October 2019
- Implementation guided by Steering Committee, community and agency partners



Implementation Progress



Health

- Health Equity Advisory Committee formed
- City Council to hear health-protective City Planning Code Amendments
- Urban Greening grants from Metropolitan Transportation Commission (MTC) Alameda County Transportation Center (ACTC), California Air Resources Board (CARB) and Port of Oakland (POAK) totals 1M+

Land Use & Mobile Sources

- California Waste Solutions (CWS) to move to Gateway Industrial District
- “Electric Vehicle (EV)-ready” buildings are required; Natural Gas (NG) in new buildings banned
- Sustainable Port Collaborative formed
- City develops tools to reduce emissions from truck-attracting businesses

Regulations & Enforcement

- CARB adopts Advanced Clean Truck regulation & amends At-berth reg.
- On-going Air District inspections of all permitted sources in West Oakland
- Air District updates Complaint Policy to improve referral system
- CARB amends TRU reg. in 2022 (expected)

West Oakland Investments

- ACTC awards 2M for bus stop improvements, free transit passes
- Caltrans awards 14M for the 7th Street Connection Project
- Air District awards 3M to deploy 30 hydrogen fuel cell drayage trucks domiciled at POAK
- Over half the tugboats at POAK repowered with cleaner diesel engines



Emission Reductions

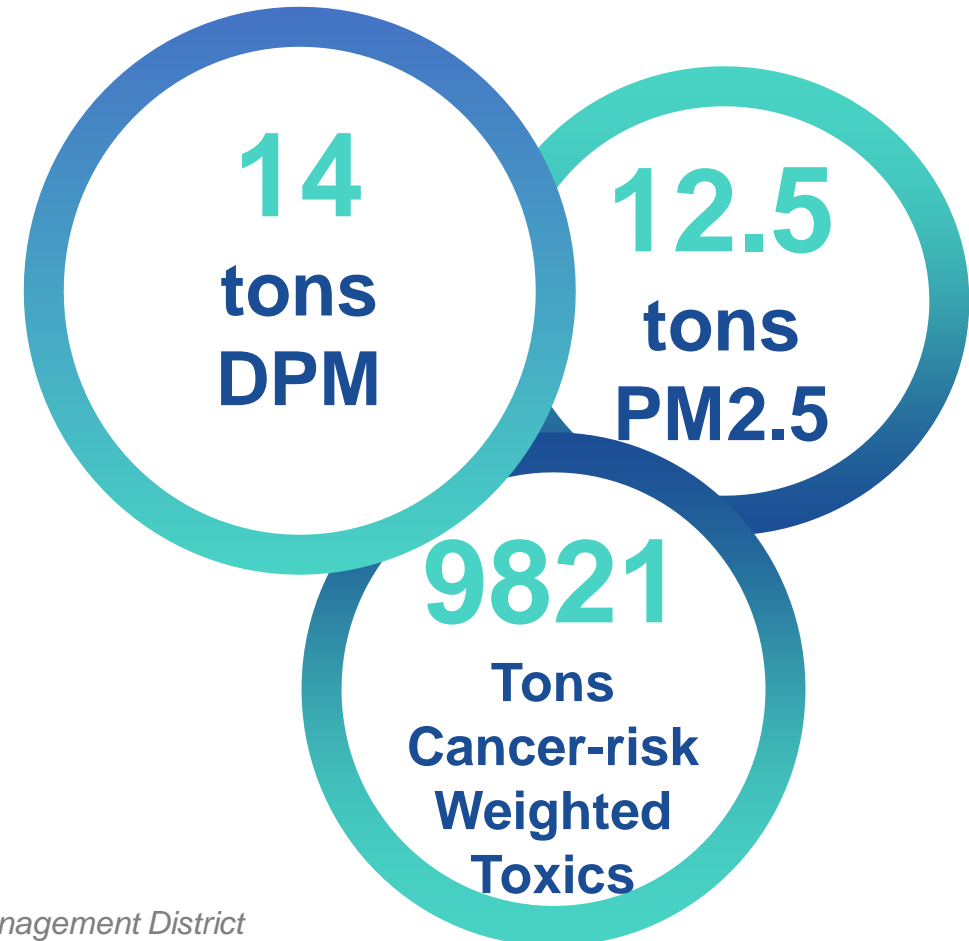
Between January 2018 and June 2021



Total Incentive
Funds Awarded



Estimated Annual Tons
of Emissions Reduced





Acknowledgements



Community & Non-Governmental Agencies

- AB Trucking
- BayPorte Village Neighborhood Watch
- EarthJustice
- Environmental Defense Fund
- New Voices Are Rising
- Oakland Emerald New Deal
- Urban Biofilters
- Union of Concerned Scientists

Agency

- Alameda County Public Health
- Alameda CTC
- Bay Area Regional Collaborative (BARC)
- Caltrans
- CARB
- California Dept. Public Health
- City of Oakland
- East Bay Community Energy (EBCE)
- East Bay Municipal Utility District (EBMUD)
- MTC
- Office of Env. Health Hazard Assessment (OEHHA)
- Pacific Gas & Electric (PG&E)
- Port of Oakland
- San Jose State University
- StopWaste
- University of California, Berkeley
- US Environmental Protection Agency (EPA)



Next Steps



- Continued commitment from partner agencies
- Continued community engagement & recruitment
- Creation of Implementation Teams



Community Perspectives



Committee to hear WOEIP and Steering
Committee member reflection on Owning
Our Air Implementation