

AB 617 - 2023 Q1 Progress Update

Context: Big goals need to be coupled with small, consistent efforts. As we move firmly into the implementation phase of AB617, we begin with evaluating strategy progress. Strategies are **primarily** completed by agencies and that success depends on financial, political and functional motivation and resources. The WOCAP Steering Committee is tasked with determining the best levers to pull.

Focus: Are the strategies moving forward as expected?

	Strategy	Status	Latest Update
BAAQMD (Bay Area Air Quality Management District)	71. The Air District proposes new regulations to reduce emission sources from autobody and other coating operations, including the use of vanishing oils and rust inhibitors by 2025.	<ul style="list-style-type: none"> Not Started 	<ul style="list-style-type: none"> Priorities for source evaluation and rule development efforts for 2023 include plans to begin additional white paper evaluations (including strategies identified in WOCAP) as capacity allows. Work has not yet begun on white paper evaluation of this source.
	73. The Air District proposes amendments to existing Regulation 8-5 to further reduce emissions of reactive organic gases and other toxic compounds from organic liquid storage tanks by 2020. Organic liquid storage tanks are defined in Regulation 8-5.	<ul style="list-style-type: none"> Infeasible/No longer being pursued 	<ul style="list-style-type: none"> Rule 8-5 liquid storage tanks – Technical assessment ongoing In June 2022, staff presented an update on this effort to the Air District's Stationary Source and Climate Impacts Committee. Based on further research that was conducted, staff found that rulemaking

	<p>80. The Air District researches actions that are potentially exposure-reducing, such as: 1) an engineering evaluation of exhaust stacks and/or vents to determine if relocation will reduce local exposure; (2) a study to determine if smart air filtration systems can reduce exposure by in-taking air during daily non-peak vehicle travel times, such as between midnight and four a.m.; and (3) a study of the potential air quality benefits of a centralized package delivery site such as personal lockers by 2025.</p> <p>Further Study Measure - 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.</p>	<ul style="list-style-type: none"> ● Not Started ● Not Started 	<p>may have limited potential to effectively achieve substantial VOC emission reductions and recommend removal of this effort from the BARCT schedule. Staff also recommended that toxic emissions from these sources should still be addressed, and the most appropriate strategy would be to pursue these reductions through continued implementation of Rule 11-18.</p> <p>The Air District researches actions that are potentially exposure-reducing, such as: 1) an engineering evaluation of exhaust stacks and/or vents to determine if relocation will reduce local exposure; (2) a study to determine if smart air filtration systems can reduce exposure by in-taking air during daily non-peak vehicle travel times, such as between midnight and four a.m.; and (3) a study of the potential air quality benefits of a centralized package delivery site such as personal lockers by 2025.</p> <p>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.</p>
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	<p>Further Study Measure - 6</p> <p>The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.</p>	<ul style="list-style-type: none"> Not Started 	<p>The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.</p>
<p>Port of Oakland</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<ul style="list-style-type: none"> Not Started Infeasible/No longer being pursued Infeasible/No longer being pursued 	<p>This has not been incorporated into the Port's Near-Term Action Plan</p> <p>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.</p> <p>As noted in the 2021 update, the feasibility study concluded that this strategy was not yet ready for implementation since most locomotive fleets are dispatched nationally. However, CARB is considering a regulation that will implement a Clean Locomotive program beginning in 2024 that will increase the number of Tier 4 engines</p>

	65. The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.	<ul style="list-style-type: none"> Not Started 	<p>operating in California. The regulation will also require the phase-in of zero emission locomotives beginning in 2030.</p> <p>Not yet underway</p>
Oakland Unified School District	58. The Oakland Unified School District and the City of Oakland, as part of the Safe Routes to Schools Program in West Oakland, begin twice a day street closures next to public schools in West Oakland to keep cars and trucks away from arriving and departing students.	<ul style="list-style-type: none"> Infeasible/No longer being pursued 	<ul style="list-style-type: none"> This was determined to be infeasible by School District and OakDOT staff.
PG&E, EBCE	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	<ul style="list-style-type: none"> Infeasible/No longer being pursued 	<p>Agencies no longer pursuing the initiative. (PG&E and EBCE were jointly pursuing this initiative. Ultimately the project did not move forward because PG&E withdrew their CPUC application for the project and terminated the contract with the third-party vendor.)</p>

	needs.		
CARB (California Air Resources Board)	Enforcement - 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.	<ul style="list-style-type: none"> Not Started 	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.
City of Oakland	88. 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.	<ul style="list-style-type: none"> Not Started 	Still on pause. Brilliant 100 has been eliminated; options are now Bright Choice (baseline & default for all customers except cannabis) and Renewable 100 (required for indoor cannabis operations).