

1 community that's most impacted having the opportunity to
2 be here. And I hope we can do more of that. And I look
3 forward to hearing about the Oakland -- the West Oakland
4 CERP later today.

5 Thanks to staff also for all the work that you've
6 done on this particular rule, getting to that. In this --
7 if anything is an environmental justice regulation, this
8 is it. This is one of the most impacts -- the most -- the
9 biggest sources of impact for communities -- environmental
10 justice communities, disadvantaged communities that we
11 see.

12 So I think it's critically important that we're
13 addressing it. And I really appreciate the manner in
14 which you addressed it in that way. So it wasn't an
15 afterthought or a side issue. I understand that you
16 understand the health benefits that will come from this
17 regulation. And I'm really stunned by the benefits that
18 you've outlined. I mean, a 55 percent reduction in cancer
19 risk, as well as the other reductions in terms of
20 hospitalizations and respiratory disease are pretty
21 stunning and really worth the effort.

22 So I think the notion that this -- these are
23 small emissions or that this is a small step is really not
24 accurate. And so I really appreciate that this is a
25 historic step and a big step that builds on an already

1 existing regulation that's been highly successful and well
2 thought out, and very comprehensive.

3 That said, I want to disagree a little bit with
4 my colleague, Ms. Mitchell, because I think, as you heard
5 from Ms. Williams, the critical -- there's critical
6 importance for regulating ro-ros across the state, I would
7 say. So I would hope that you wouldn't consider only
8 doing that in South Coast or in Oakland.

9 As you've heard, they're generating more of
10 particular kinds of pollutants at the National City
11 Terminal. One in ten cars are coming through there. So
12 everybody is getting their vehicles, hopefully mostly
13 electric.

14 BOARD MEMBER MITCHELL: No objection to that.

15 BOARD MEMBER TAKVORIAN: Okay. Thank you.

16 BOARD MEMBER MITCHELL: Anybody who wants to
17 join --

18 BOARD MEMBER TAKVORIAN: Thank you.

19 BOARD MEMBER MITCHELL: -- come to the party.

20 BOARD MEMBER TAKVORIAN: We want to join. So I
21 think it's really important. There are more of the
22 emissions that -- combined than all of the other ships.
23 So I think it's very important that we do that.

24 I wanted to ask about the interim evaluation --
25 well, you asked the question that I was going to ask. So

1 I think we got the response for that.

2 We have witnesses asking for earlier compliance
3 deadlines and those lobbying for later ones. So I'm going
4 to assume that in that 2023 analysis of all of the
5 categories that you've now added to that, that you'll be
6 addressing the factors that contribute to both lengthening
7 and shortening the timeline, if that's -- I'm getting
8 nods. So thank you for that.

9 And, I guess, I feel like I want to add to the --
10 on the 15-day change related to the -- the innovative
11 proposals, I have to say that the testimony didn't give me
12 anymore confidence in that strategy, because I'm concerned
13 about it being looked at as kind of a way out.

14 But I think as long as the criteria are clear
15 that it's earlier implementation, greater benefit to the
16 community, I would like to add a link to the existing
17 community plans, like the CERPs, so I think it's important
18 that if there's a way that the earlier -- the innovative
19 implementation could actually tick off something that's
20 not getting done that's in a CERP, then that could have a
21 higher degree of prioritization in my mind and it's
22 something that the community has already said they want to
23 have happen.

24 So I'm hoping that we're not considering things
25 that are way out there, that are being come up -- that are

1 being developed in a shop somewhere that's away from
2 community participation.

3 So those were my concerns about it. And can you
4 say when you think we'll be back, because there's been a
5 lot of discussion about that, in terms of when the second
6 hearing will be.

7 EXECUTIVE OFFICER COREY: We called out spring.
8 We need a few months of process to work through this
9 direction on 15-day. And I expect it will be in the
10 March/April time frame, but first -- near first quarter.
11 Towards the end of the first quarter of 2020.

12 CHAIR NICHOLS: John Eisenhut had some comments.

13 BOARD MEMBER EISENHUT: Are we on?

14 Okay. Thank you. I try not to be repetitive,
15 but I'm going to violate my own practices. I want to
16 acknowledge West Oakland for sharing their time and their
17 place with us. I think these conversations become far
18 more meaningful when we're available and at the point
19 where the discussion is centered, so we appreciate that.

20 With regard to anchorage, our conversation has
21 been largely surrounding capturing the anchorage
22 emissions. And from an outside perspective and not
23 knowing the intricacies of the relationship of shipping
24 lines and terminal operators, I wonder if it's possible
25 for them to coordinate and cooperate in a manner that

1 reduces anchorage time, rather than focusing on capturing
2 the emissions that somehow a different organizing
3 structure -- and I'm sure this is their business and they
4 know how to do that, but I just brainstorm that
5 possibility.

6 On the time frames for the implementation,
7 particularly of roll-on, roll-off, and tankers, I am in
8 favor of a more compressed time. And the rationale -- the
9 rationale -- my rationale is that those folks own those
10 emissions. And we have given them through the 15-day
11 rule, and the possibility of providing other reductions in
12 the same neighborhood to the same extent, we have given
13 them a vehicle for reducing those emissions.

14 So they have a choice. They can -- and John --
15 Supervisor Gioia has correctly pointed out the intricacies
16 of permitting and I get that. But these operators have
17 other options available to them to provide commensurate
18 reductions. And so I don't think we need to linger over
19 this.

20 So those are my comments. Thank you.

21 CHAIR NICHOLS: Thank you.

22 Dr. Sherriffs.

23 BOARD MEMBER SHERRIFFS: Thank you. Yeah. I
24 have to add my appreciation for everybody being here, for
25 the community involvement, for the stakeholders, and also

1 for the successes we've had in the past with this, which
2 reflects the investments of the stakeholders and some very
3 important long-term commitments. You know, to hear that a
4 shipping line has said we are going to be carbon neutral,
5 time definite. Thank you. That is -- that is wonderful
6 leadership.

7 You know, it's disruptive for us to come here and
8 be here, but it's so valuable. You know, it gives us an
9 opportunity to hear the passion and breathe the air. And
10 we can understand what's going on, not just at a technical
11 level, but at a personal level. And that's really what
12 we're about. We're about health and that is personal.
13 That is personal.

14 So I really appreciate the effort everyone made
15 to get this together. And it is disrupting, where is my
16 cup of coffee, where did they say the bathroom was, but,
17 you know --

18 (Laughter.)

19 BOARD MEMBER SHERRIFFS: -- we adjust. And I'm
20 sorry I got here three minutes late. I was down the
21 block, you know, find a parking space, but anyway.

22 CHAIR NICHOLS: We managed.

23 BOARD MEMBER SHERRIFFS: It's good. It's good.
24 We should do it whenever we can.

25 You know, I think our successes in the past are

1 very much predicated on stubbornness and flexibility. And
2 we are stubborn about the goals, and flexible about how we
3 get there. And I think that's a great formula. We set
4 clear goals and then we are flexible, you know, both,
5 okay, industry you figure out the ways to do this. We do
6 what we can to help develop collaborations. They're going
7 to make that successful. But, yeah, we have to be
8 stubborn. We have to set clear goals. Over and over --
9 does anybody have an example of a time we set the bar too
10 high?

11 No. We always look and say, wow, they made that
12 look easy. And I'm not suggesting we want to make it even
13 harder, but we -- really, it pays to be aspirational.
14 It's always paid off.

15 So, yes, anything we can do in this plan as we
16 think about the changes that we're going to be making.
17 Yes, set the bar high. We're going to stick to that clear
18 message. But, boy, the more flexibility we can give to
19 achieve that, the better.

20 Absolutely, we need to move these timelines up.
21 And if we have a timeline that says something like 2025,
22 we mean January 2025, not December 2025. You know, I'll
23 take every month that we can get.

24 You know, we've talked a little bit about at
25 anchor. And I love the creativity of how to approach

1 that. It's not necessarily to approach it mechanically.
2 The bulk cargo issue important. I think it's great we're
3 expanding. Stockton is going to part of this. Surely,
4 what goes on in Stockton affects what goes on in my San
5 Joaquin Valley.

6 And so all the more important, because I suspect
7 most of the traffic there is bulk cargo. So the earlier
8 we think about that, the better. And, you know, we're
9 talking about an interim review in 2023. I don't think we
10 need to wait until 2023 to have applied our successful
11 models to thinking about the bulk cargo, and the at anchor
12 issues. You know, we can -- we can start doing more on
13 that be -- we don't need the interim review to do that.

14 One concern I had in the testimony was so
15 we're -- we're going from a fleet to a per vessel and that
16 causes some distress for some people, and that worries me.
17 I know it would be much more complicated to have a
18 bifurcated system. But I think we need to think about,
19 you know, how do we reward the people, the groups that, in
20 fact, have stepped up and are working under -- under that,
21 the fleet model, are having success under that, that we
22 continue to promote that. So I think more work thinking
23 about that would be useful. I don't like to burden staff,
24 now you get to run two systems. But there may be
25 something to be said for that.

1 So the at anchor, and it's been mentioned, you
2 know, they're polluting at anchor. This requires some
3 kind of mitigation at the very least, you know, as we work
4 to figure out another way to direct it away from that to
5 ways that it can be captured or decreased. But, you know,
6 we're polluting in these environments. You know, at the
7 very least, we ought to be thinking about their must be
8 mitigation for that, as we look for solutions to minimize
9 or eliminate it entirely.

10 VICE CHAIR BERG: I just want to say that, first
11 of all, I really appreciate being here. I think Chair
12 Nichols you'll remember that prior to the Great Recession,
13 we used to do five Board meetings a year out into the
14 community. And the recession went for a very long time,
15 and then you get a new normal. And so maybe this is a
16 good time to start looking at 2020 and 2021, our Board
17 meetings, and be very purposeful to get out more. It's
18 great to be here.

19 A couple of things that really struck me. And I
20 really want to validate the things that have been said by
21 my fellow Board members. Without repeating them, I'm in
22 full agreement with making sure that on any technical
23 review, anything that we can move up to do sooner that we
24 do. I also appreciated all the various testimony.

25 But I think my comments are really going to be as

1 a CEO and an industry leader of a chemical company in a
2 617 community to the industry members. I've been on this
3 Board now 16 years. We know that our industries affect
4 these communities. And we are being called to operate at
5 a higher level. And we're being called this within these
6 various communities, so one size doesn't fit all.

7 And I know that for staff that is a huge burden
8 to try to build in the flexibility that allows various
9 locations to truly make a difference to specific
10 communities.

11 So industry, we have to step up differently. I
12 can tell you that in order to continue to run my business
13 in Boyle Heights, if I don't look at how to become a net
14 zero emitter, my business isn't going to be there, period.

15 And I don't need to wait for a regulator to come
16 and tell me this. And I realize that it's very
17 complicated. And I realize that my business is smaller
18 than running a port. But we're really smart people and we
19 have to figure this out, because for too long these
20 communities have carried the burden and we're going to
21 have to step up.

22 So I want to encourage industry. I want to thank
23 the communities coming out. And, staff, I know we've got
24 our work out to be able to come back in the early spring
25 versus late spring. But regardless, we do want to take

1 the time to get it right. And -- and so if there's any
2 addition a help, I think you've heard from the Board
3 members here that we're here to help.

4 Thank you.

5 CHAIR NICHOLS: Okay. We have a motion -- we
6 have a resolution before us. We do not yet have a motion.
7 I want to just add one or two additional thoughts. I
8 endorse wholeheartedly the comments of my colleagues,
9 particularly about standards that need to be applied to
10 any alternative compliance path that's allowed under the
11 15-day proposal, and also about the need to look across
12 the realm of things that are included in this
13 regulation -- proposed regulation to see where some
14 deadlines could be moved ahead.

15 I just want to add one additional thought, based
16 on my experience with technology reviews as a part of the
17 mechanism for dealing with a regulation with a very long
18 timeline. Because as the staff I think knows, I was
19 involved in the negotiations over the vehicle emission
20 standards that were adopted under President Obama. And we
21 included, at the insistence of the industry, a mid-term
22 technology review. The mid-term technology review was
23 done, and the minute there was a change in the White
24 House, it was rescinded, and was substituted with one that
25 had the effect of precipitating the litigation that we're

1 planning, we was -- West Oakland Environmental Indicators
2 is the first group in the state is doing an actual action
3 plan.

4 Next slide.

5 --o0o--

6 MS. MARGARET: You can see from Indicators on
7 West Oakland and -- are around disease or issues of
8 health, you can see that we're still at a certain high
9 level between 2016 -- 2016 and 2017.

10 Next slide.

11 --o0o--

12 MS. MARGARET: You also understand that one of
13 the primary features of the -- our engagement with Bay
14 Area Air Quality was to have the partner agreement, have
15 the steering committee members being trained and
16 understanding what this -- what was this program --
17 project was about. Also designing focused on equity and
18 exposure. And also we had weekly called meetings. I know
19 they're tired of seeing us for every -- every two -- every
20 week for the last almost two years now, we have had some
21 kind of meeting. Every week for almost two years now,
22 right? Two years we have had a meeting. But there's one
23 good thing that came from it, I served breakfast.

24 (Laughter.)

25 MS. MARGARET: Nobody complains about the

1 breakfast.

2 (Laughter.)

3 MS. MARGARET: We have grits and eggs, pancakes
4 with fruit in it, fruit, all the good stuff. But I never
5 heard a complaint about the breakfast. Coffee. They
6 never complained about the breakfast.

7 Next slide.

8 --o0o--

9 MS. MARGARET: All right. The steering
10 committee, we have made -- this steering committee was
11 made of residents, advocates, youth, business, public
12 agency. And I have to say that the District left it up to
13 WOEIP to make that list of folks that we can reach out to
14 and also those relationships that we had had for many,
15 many years to be able to ensure that we tried to cover all
16 -- all constituents being at the table.

17 When we did have -- we fell short on one thing.
18 We did not have enough Latinos from West Oakland to
19 participate. We did, but we had Latino youth who
20 participated. So I want that to be -- that outside. And
21 we was very clear on how we were going to -- the sources
22 we need, the local issues, what kind of technology we
23 needed, how we were going to model, and measure, and using
24 the monitoring that we have done in the past as also to
25 look at the goals and targets.

1 And we always identified our strategies to reduce
2 emissions and exposure.

3 Next slide.

4 --o0o--

5 MS. MARGARET: This map right here is how we
6 divided up the community from the various partners we have
7 had from 2015 on up now, where we've worked with EDF, and
8 then had the Google car -- had the Google car as -- with
9 the optical instrument on the back of it. How we
10 divided -- how we learned on the ground what was the
11 impacts per community. And we designed -- they helped us
12 design this in seven neighborhoods. And each one of the
13 neighborhoods have a particular -- have a particular
14 impact. And we -- our -- we're in hopes that we can
15 reduce the emissions by that particular issue particular
16 to that zone.

17 And having this type of map was the first time we
18 have ever had this type of a mapping, as far as looking at
19 how to look at solutions and resolve those solutions. We
20 have never had that before.

21 Next slide.

22 --o0o--

23 MS. MARGARET: And also, because of the modeling
24 and the -- modeling and monitoring, we were over -- able
25 to overlay -- look at also the PM -- diesel PM and cancer

1 risk, where we had never had before also.

2 So a lot of the -- these type of maps, these
3 types of graphs and charts, give us -- have put us in a
4 place of stuff we had never had before. And the science
5 really supported us in identifying targets and strategies.

6 Next slide.

7 --o0o--

8 MS. MARGARET: The same thing, we have had --
9 never had this type of information. We had never had this
10 type of collaboration. We have never had this in-depth
11 amount of science and research that coalesced all the
12 different things block by block, neighborhood by
13 neighborhood within West Oakland.

14 Next slide.

15 --o0o--

16 MS. MARGARET: So we still have a high standard
17 for our goal -- our air quality and health. But our goals
18 are still about eliminating disparities. And our target
19 is by 2020, the neighborhood will be experiencing an
20 average level of air quality. And by 2030, we should be
21 experiencing the best air that we have ever had in West
22 Oakland in my 25 years, if I'll be here that long. But
23 just -- but that's -- that's some of our goals and our
24 standards we want to set. And we want the same thing for
25 all the other communities. They've got that -- we got

1 the -- we may be the guinea pig, we may be innovative, but
2 we set -- we're setting the pathway, but we also have to
3 be able to make sure all these things happen for West
4 Oakland.

5 Next slide.

6 --o0o--

7 MS. MARGARET: The same thing, we looked at the
8 source in relationship to cancer risk. We looked at the
9 targets and we looked at all these things by neighborhood.
10 And so this was -- this was some of the first time we also
11 had this depth of information for sources and targets
12 around cancer risk. We had never had this type of a level
13 of engagement or this level of understanding block -- like
14 I said, I'm keep saying block by block, neighborhood by
15 neighborhood.

16 Next slide.

17 --o0o--

18 MS. MARGARET: The same thing. Neighborhood
19 pollution and what contributes to the pollution, we have
20 never had before. This is because of the modeling -- the
21 modeling with a computer and overlaying all the data that
22 we had gotten from the air monitoring. A lot of -- all
23 this information had come to -- have come to be. And so
24 we are continuously -- continuously, I know, going to be
25 finding things. But at the same times, we're going to be

1 measuring things, if -- to make sure that we are on track.

2 Next slide.

3 --o0o--

4 MS. MARGARET: You have -- like I said, we've
5 been drilling down the local emissions and local
6 exposures. We are -- there was four things that we -- we
7 wanted instituted throughout the -- as a thread,
8 exposures, proximity, land use, and enforcement. Those
9 were the four main targets that we wanted to thread
10 through all our strategies. And we wanted to be -- make
11 sure we could fine-tune that at any -- at every juncture
12 of a -- of this process, of this plan, and of
13 implementation expediting it.

14 Next slide.

15 --o0o--

16 MS. MARGARET: So this is -- at the end of the
17 day, this is our strategy overviews. And we look, like I
18 said, land use, looking at trucks. You guys had the big
19 meeting this morning about the trucks. And then also -- I
20 can't read the --

21 MR. BEVERIDGE: Other mobile.

22 MS. MARGARET: -- other mobile sources, and also
23 the stationary source and the health impacts. And we
24 have -- like I said, again, we have never had this level
25 of detail of information as we did a plan.

1 You want to take over Brian or let me finish?

2 MR. BEVERIDGE: Would you like me to talk?

3 MS. MARGARET: Yeah.

4 MR. BEVERIDGE: Okay. We'll double team this.

5 I have a couple. Can I go back like three
6 slides. I just want to make -- emphasize something.

7 AGP VIDEO: Can you turn your mic on?

8 MR. BEVERIDGE: Okay.

9 MS. MARGARET: See I like to share -- I got to
10 share the spotlight.

11 (Laughter.)

12 MR. BEVERIDGE: If I only knew how to share.

13 (Laughter.)

14 MR. BEVERIDGE: Can we go back like three slides.
15 There's just something I want to point out that I think is
16 important to recognize. This is -- well, this good is a
17 one. I think that this is really powerful in the sense
18 that we now can really look at, and the community can
19 begin to understand graphically, where the -- you know,
20 when the big movers are in this process. You know, it
21 won't help us to achieve our goals, if we only -- if we
22 only address highway, for example. We've got to address
23 these big blue boxes.

24 But in some of our neighborhoods, it's
25 interesting, highway is going to be a big factor. So we

1 can't -- we can't just point at a single source and say
2 that's our problem.

3 Next slide.

4 --o0o--

5 MR. BEVERIDGE: I think this is very important as
6 well, because we're beginning to -- you know, in the time
7 I've been working on this, this word cumulative --
8 cumulative impact, cumulative exposure, cumulative risk,
9 cumulative emission has always been a moving target and no
10 one exactly knew how we were going to quantify it.

11 We're beginning, I think here, to say, look,
12 there is this cumulative effect. We've got -- we can
13 identify, through models, this spectrum of sources and
14 source attributions. And so it's -- it begins to help us
15 have a better grounding on a very finite localized level
16 what we can do about these locally produced emissions.

17 And it's important to recognize that we
18 essentially said we want to deal with the 40 percent of
19 emissions that originate within our plan area, because we
20 don't think we can do much as a community about ambient
21 problems. We know the State, and the air district, and
22 everybody is going to keep working on that. But we've got
23 40 percent of the problem that starts within our --
24 practically our zip code.

25 And so that's why we focused on that. It's the

1 thing that we can wrap our arms around within our own
2 neighborhoods.

3 Next slide.

4 --o0o--

5 MR. BEVERIDGE: And I think this -- these -- all
6 of these slides -- and I want to -- I want to thank, and
7 acknowledge, and offer a great deal of admiration to the
8 Air District staff for the work they've done in creating
9 this -- these new models and the visualizations for these
10 models, because one of the things that we -- that happens
11 for communities is we're not experts, and we're not
12 scientists and it doesn't help me at all to look at a
13 spreadsheet of air data. It really helps to look at
14 pictures.

15 And so these maps and these visualizations are --
16 have been incredibly powerful for our work.

17 Next slide. Let's see where we're going from
18 here.

19 --o0o--

20 MR. BEVERIDGE: Ms. Margaret touched on this.
21 The next one.

22 --o0o--

23 MR. BEVERIDGE: Let's see what else we got here.
24 Well, this is a little bit old, some of this is, but it
25 touches on our process. We're hoping that the next bullet

1 on that will be all tonight, you know, adopting our plan.
2 We have a lot of work to do. Let's go one more slide and
3 see where this is going.

4 --o0o--

5 MR. BEVERIDGE: Yeah. We have a lot of work to
6 do now. As I have said in the past year and a half,
7 almost two years ago, when we set out to write this local
8 air plan, we didn't know how to do it. We really had no
9 idea how this would work. We learned how to do it in the
10 process. I will freely admit we don't know how to
11 implement it either.

12 I'm sure you're familiar with the plan. You know
13 that it involves not just one agency or even two agencies,
14 but it involves multiple agencies with multiple lines of
15 authority. And while most of those folks have come to our
16 table and said we're willing to continue to participate.
17 We still don't know how they bring their authority to this
18 process. We still -- we still don't know exactly how and
19 under what circumstances the City of Oakland, for example,
20 you know, uses its authority for zoning and conditional
21 use permits, and business licensing to help reduce
22 exposure in our community. We are all going to learn
23 hopefully how that works.

24 It is also going to require the de-siloing of
25 authority. I think it will be very productive to get

1 multiple agencies at the same table saying, well, here's
2 what we can and can't do, and, oh, we can fill in the gap
3 there. And if we -- I think it's a new way of governing
4 actually and a new way of regulating.

5 And so it's a grand experiment, but we think it
6 has tremendous -- tremendous potential, because we've seen
7 it work in the past, this notion of collaborative problem
8 solving as opposed to confrontation.

9 Next slide.

10 --o0o--

11 MR. BEVERIDGE: No more slides. All right.
12 You're lucky.

13 Blessed relief.

14 I do want to add -- I do want to add something
15 about the future, and it is a very important one. And it
16 has to do with what I'm sure you're all familiar with the
17 issue which is the resources to do this work.

18 We have to have in communities -- and all the
19 other communities that need to do this work, and all the
20 air districts that are supposed to engage with us, and all
21 of these communities and do this quality of work need
22 resources. They need -- we need more resource than we've
23 already had put into the bucket. And it's -- we can't be
24 fighting every year just to hold ground on the same thing.

25 You have probably heard from the Air District,

1 the kind of staffing they need to really do this work
2 well. You've heard from communities about what they need.
3 And in many cases, I think where we don't know yet how
4 much facilitation, mentoring, education, hand-holding, and
5 other types of support communities are going to need.

6 We are here in West Oakland very lucky in the
7 place we hold at this time, based on the work we've been
8 doing. We have sort of specialized in engaging with
9 government agencies and building partnerships for
10 collaboration and with the private sector.

11 Many communities not only are not well organized,
12 because they haven't had the capacity to do so, but they
13 do not know how this works, how these -- what these vital
14 partnerships look like. So we need to -- we need to be
15 pushing upward. All of us need to be pushing upward with
16 this message, that last year's funding probably isn't
17 enough for next year, and next year's may not be enough
18 for the year after that.

19 But this is fundamental to our society today. We
20 cannot achieve the goals we have in mind for ourselves
21 using the same allocation principles of resources that
22 we've been using for decades and decades.

23 We have to think about how we're going to
24 reallocate the primary sources of funding and how that
25 will reflect on our actual intentions.

1 So I'll leave that for everybody to think about.

2 Thanks.

3 MS. RODRIGUEZ: My name is Mercedes Rodriguez.
4 And I was invited to be a part of the AB 617 by Ms.
5 Margaret Gordon and Brian Beveridge. They always get me
6 involved in community action and I am a community member.
7 I've been in West Oakland since 1974. I'm also an
8 Neighborhood Watch Block Captain for almost 20 years. I'm
9 representing BayPorte Village Neighborhood Watch today.

10 I'm also the President of the West Oakland
11 Library Friends. And I'm on the Board for the West
12 Oakland Walk, which is a part of the Downtown Specific
13 Plan and the West Oakland Specific Plan.

14 So the reason that I'm here is because, after
15 listening to Ms. Margaret and Brian, they gave you all the
16 technical information regarding what we've been doing for
17 the last year, and I've been attending these meetings from
18 the very beginning, and air quality is very important for
19 West Oakland.

20 From my understanding, over this past year, the
21 air quality in West Oakland is one of the worst basically
22 in all of California, not to say just Oakland, you know,
23 but all of California. And in my neighborhood alone, most
24 of the children and older people are suffering from
25 respiratory problems.

1 One of my neighbors, she has all kinds of medical
2 problems. I just talked to her a few months ago and I
3 said, you know what, I'm a part of the AB 617 air quality
4 steering committee board. She says Mercedes, you know
5 what, my doctor told me about a few weeks ago that within
6 the last 18 years is the only time that I started having
7 respiratory problems. And she has a whole slough of
8 medical problems. But only within the last 18 years --
9 and we bought our homes 19 years ago. So she started
10 having respiratory problems once she moved into the
11 neighborhood of West Oakland. Didn't have those problems
12 before.

13 So air quality is very important for us. In West
14 Oakland, we have schools. We have children. We have a
15 lot of elderly people. In my neighborhood, there's a lot
16 of elder people. In fact, where I live at there's three
17 senior citizens facilities in my general area. All of
18 these people are suffering some -- from some kind of
19 asthma or respiratory problems.

20 We need to get this resolved. The AB 617 air
21 quality board steering committee they've done tremendous
22 work over this past year. The steering committee is made
23 up of community members, public officials, even a youth
24 group is a part of our steering committee. We have all
25 sectors of the community at the steering committee.

1 One lady in particular, Pat McGowan, I was
2 talking to her. She retired recently, but she was a part
3 of it from the City of Oakland. She actually came out to
4 my residence on three separate occasions when I told her
5 about the quality of air that I'm experiencing from the
6 truck exhaust. I live across the street from Jack London
7 Gateway Shopping Center. That happens to be a place where
8 big rigs park in order to get food from the Kentucky Fried
9 Chicken place and also Jack London -- what do you call it?
10 Jack in the Box or McDonalds.

11 I don't even eat there. I've lived in that
12 neighborhood for 40 some years. I don't even eat Kentucky
13 Fried chicken or McDonalds. I'm into health.

14 (Laughter.)

15 MS. RODRIGUEZ: I eat vegetables, salad. That's
16 my main meal. Fruits. I don't drink coffee. I drink
17 herbal tea. So I'm for health.

18 My chimney -- I keep my -- I even wash my own
19 house. I have a power washer. However, the chimney -
20 even though I don't use my fireplace. In 20 years, I've
21 uses it twice - it's full of soot from the trucks that
22 are -- that -- the refrigerated trucks that keep their
23 motor going right in front of the house.

24 And as I said, three senior citizens facilities
25 are right in that two-block area. So we need to do

1 something about air quality. It's very, very important
2 for our community.

3 The children, the schools -- there's a school a
4 couple of blocks away from where the Jack London Gateway
5 Shopping Center is. Those trucks are passing by there on
6 a continual basis. They actually need a place where they
7 could go on the port, so that they could get their food
8 and stuff. I had a tour of the port yesterday, we did.
9 Okay. We had a tour of the port. They need to have
10 facilities for people to eat there, the truckers, so that
11 they won't have to go into the community and keep those
12 refrigerated trucks going.

13 As a community member and a neighborhood watch
14 block captain, I have to watch out for what's going on in
15 my neighborhood. I work closely with the Oakland Police
16 Department. And one of the things that I did was, as a
17 result of those trucks parking, I actually went to the
18 City of Oakland and told them you need to do something
19 about it.

20 Their result was they put signs up on both sides
21 of the street at my request. No trucks 7,000 to 10,000
22 pounds. Do you know the trucks park right in front of
23 those signs with the refrigeration unit going sometimes
24 for up to an hour. And this is all times of the day and
25 night.

1 I've also talked to the parking enforcement.
2 They could make tons of money, if they would just give
3 those trucks tickets, because they're illegally parked
4 there. And I am very bold. So I'll go up to them and
5 say, look, don't you see the sign. I've always been like
6 that. I'm from New York. I'm not -- I don't scare
7 easily.

8 (Laughter.)

9 MS. RODRIGUEZ: I really do not scare easily. So
10 I would go up and approach them and say, look, I have your
11 driver's license infor -- your vehicle information, who
12 owns the truck, the license information. You're not
13 supposed to be parked here. Can you please move?

14 Well, we're going to move as soon as we finish
15 our lunch. That's not good enough. When I call OPD, by
16 the time they get there, I have all of the information,
17 but they will not do anything about it, because the
18 vehicle is no longer there.

19 So a part of this AB 617 plan, we need to make
20 sure that enforcement is a part of it. Because without
21 the enforcement, what is the use of it. Right now, we
22 don't have enforcement, even though we have all of the
23 mechanisms there in order for the law to do what it's
24 supposed to do, but it's not being down.

25 Like I said, Pat McGowan came to my house, my

1 location, three separate times, so she understands. She
2 understood what the problem was, but It hasn't been
3 resolved yet. So once this plan -- hopefully, you do
4 adopt the plan, because it's a wonderful plan. We've been
5 working on it for over a year, well over a year, all of
6 the organizations together. It's an excellent plan.

7 Everything that we recommended was taken into
8 consideration. So please look at this plan, think about
9 all the effort that we put into it. And I've never missed
10 one meeting. Every single meeting I've attended from the
11 very first meeting, which is what -- which was at the West
12 Oakland Library. The same room that I have my West
13 Oakland Library friends meeting on a monthly basis. So
14 this plan is excellent.

15 The people that worked on it did a great job as
16 far as I'm concerned. I don't -- maybe other people have
17 different opinions. But as far as I'm concerned, I don't
18 have anything bad to say about the process that was used,
19 the locations that we were at. Everything was in perfect
20 order. Ms. Margaret also always provided food, as she
21 says.

22 (Laughter.)

23 MS. RODRIGUEZ: So I would recommend that you
24 adopt the plan, and hopefully the enforcement will be a
25 part of that, because we need the enforcement. The plan

1 is great. It's wonderful, as far as I'm concerned, but we
2 need enforcement to go along with it. Plus, we're going
3 to need funding for it. My co-worker, my co-steer person
4 will follow me.

5 MS. MACDONALD: Thank you very much. My name is
6 Karin MacDonald. And I am the co-steer person. I'm also
7 a neighbor and a steering committee member.

8 I am going to piggyback onto some of the things
9 that my neighbor just outlined and also my neighbors, of
10 course, Brian and Ms. Margaret.

11 My representation came -- I'm basically
12 representing the Prescott Oakland Point Neighborhood
13 Association. Prescott Oakland Point is a neighborhood
14 right up -- up here, right up the street. And we're
15 eligible for inclusion in the National Register of
16 Historic Places if we ever were to get it together.
17 That's where all the beautiful Victorians are. It's
18 really a pretty wonderful place when you're looking at the
19 architecture. It's not so great when you're leaving your
20 house and you actually have to breathe.

21 But you've heard all about this. I've lived here
22 also for about 25 years. Bought my house about 20 years
23 ago, 21 years ago now. And as Mercedes has just pointed
24 out, many of us are also involved with many other
25 activities that are neighborhood based. And I'm guessing

1 you hear this everywhere there's neighbors involved.

2 It's -- you know, it's kind of the same old people that
3 are -- that are involved with a lot of the things here.

4 This particular process was an interesting one.
5 I -- my -- you know, my last participation on kind of a
6 greater level that had to do with agency collaboration was
7 on the Redevelopment Board for West Oakland. So that was
8 an interesting one also.

9 This one here was different. It seemed like we
10 had more responsibilities. And I'm hoping you're
11 interested in hearing this, by the way. As neighbors -- I
12 think we had four neighbors on the committee, maybe
13 three -- four -- or four neighbors that we're on the
14 committee.

15 We were also kind of responsible for
16 communicating everything about the plan, and whatever was
17 going on to our neighbors. And that was a lot of work and
18 really a huge responsibility. I mean, we're clearly
19 not -- this isn't a full-time job for us. I mean, you
20 know, Mercedes has a few jobs, so do I. And sometimes it
21 seems like -- how do I say it? It seem like you're
22 selling stale beer, because people don't want to -- you
23 know, people have better things to do than listen to you
24 about air quality, even though everybody knows it's a
25 problem, but, you know, you walk around with your, you

1 know, fancy maps, or, you know, a report that is this fat
2 and good luck to you.

3 (Laughter.)

4 MS. MACDONALD: So but -- but nevertheless, I
5 think we all learned a lot, a lot more than we probably
6 thought we would learn about science. But one thing I
7 always point out is we're not -- you know, we're not
8 professionals in that particular field. We're educated
9 people, but we're not -- you know, we're not air
10 scientists, or -- you know, I took botany when I had the
11 opportunity. It was definitely not -- you know,
12 definitely didn't seek out science. So this was a little
13 bit of a shock to the system, some of the explanations.

14 So I think when you're looking at maybe dealing
15 with other communities, one thing that would be -- that I
16 would recommend is just to really emphasize more
17 explanations on a -- you know, on a better understandable
18 level. I don't think you can implement anything like this
19 at all, if you don't have, you know, an organization like
20 the West Oakland Environmental Indicators Project as a
21 trusted resource, as people that are living, you know, in
22 the neighborhood that are well known, and that can provide
23 some translation services so to speak.

24 We definitely had problems bringing in people,
25 you know, with different language backgrounds and

1 different ethnicities. But we had problems bringing
2 anybody in -- everybody in. It was difficult, definitely.
3 Sometimes you're kind of suffering from doing too good a
4 job representing your community, because everybody goes,
5 well, if you're there, we don't have to worry about it.
6 But, you know, it's not a preferred scenario. Clearly, we
7 would have liked to have packed the rooms a little bit
8 more.

9 Let me say just a few things very quickly about
10 implementation. And again, I'm going to echo some of the
11 items that were already discussed here. We're definitely
12 going to need funding to implement this plan. And one
13 thing that I'm really concerned about personally is when
14 you're looking at this plan and you're looking at these
15 strategies, what's -- what really pops out is that there
16 is a necessity for a lot of political will to make things
17 happen.

18 So it's not all about money. It's really also
19 about politics. Some of this could really, very easily be
20 done if the will were there, because I think funding
21 strategies are in place and, you know, if that -- if the
22 will were there, this could happen.

23 So we can use all the help that anybody wants to
24 provide, but we're really open to collaborating with
25 everybody. We're willing to show up. We're willing to

1 say something, if that helps. We're willing to bring a
2 few neighbors with us, but something really needs to
3 number.

4 And where I see that issue, the political will
5 issue, really most clearly is when we're talking about
6 580. So we're sending all of I-580. So right now, all
7 the trucks are going onto 880. I mean, 880 is -- you
8 know, if you can avoid it, you do, because it's -- it's
9 like the hell freeway. You know, you don't want to
10 breathe. You kind of breathe in and then you try to
11 breathe out when you're off it.

12 There -- it's just lots of trucks. And then 580,
13 there was no trucks on 580. Well, what a miracle, you
14 know. Who has political power here? We all know how this
15 works. So there is probably things that could be done, if
16 the political will were there. We would really like to
17 see some sort of, perhaps, a pilot program, look at like
18 certain lanes perhaps, just look at something, just make
19 something happen there. Because that's going to make a
20 big -- a big difference for us.

21 And then also, we will really -- yeah,
22 enforcement, of course. That's a huge one, because we
23 have all heard -- you know, we've been there before.
24 We've all been on I don't know how many committees. This
25 is perhaps unique. It's definitely unique.

1 It was a lot of work. It's great. You know, we
2 now really have something. We can walk around with it.
3 We can say, hey, this is your responsibility. Please do
4 it. But, you know, again, if we don't have enforcement of
5 some of these issues, then this was all for nothing. We
6 really, really do need enforcement. And again, this goes
7 back to funding and political will, so it kind of just all
8 rolls into one.

9 And finally, for the implementation committee,
10 and for implementation strategies, I think an ongoing
11 commitment by various agencies to provide staffing, and
12 really staff just like we had for this process, staff who
13 really are interested in making this happen, because we
14 were really golden with the staff that we had. We had
15 really great people that were participating from these
16 agencies.

17 I mean, again, I know that Mercedes had, you
18 know, a colleague who -- you know, an agency member who
19 came over and came to her house repeatedly. And I know
20 that somebody who's sitting right here came by my house
21 when I was complaining about certain things, and was
22 riding his bike up and down the street to figure out a
23 particular source of pollution. So thank you very much.

24 (Laughter.)

25 MS. MACDONALD: So, you know, it's just very

1 important. So thank you very, very much for your
2 attention. I hope you'll adopt this plan.

3 AIR POLLUTION SPECIALIST SCODEL: All right.
4 Thank you to Ms. Margaret and Brian for your
5 presentations. And thank you to Mercedes and Karin for
6 your comments and sharing your perspectives.

7 So West Oakland is one of the first set of ten
8 communities, selected under the Community Air Protection
9 Program. And today's action by the Board marks an
10 important milestone in the statewide effort to improve air
11 quality in impacted communities.

12 So as we work to implement these community scale
13 efforts, we're already identifying lessons learned to help
14 improve the program overall and deliver emissions
15 reductions.

16 I'm going to talk briefly about CARB staff's
17 review and recommendations on, *Owning Our Air: The West*
18 *Oakland Community Action Plan*. These recommendations are
19 specific to West Oakland, but can also inform local
20 efforts in other communities. And I think we already sort
21 of heard that raised by Mercedes and Karin and what they
22 were sharing.

23 So CARB staff reviewed the plan with a few things
24 in mind. We looked at comparing it to the statutory and
25 the blueprint criteria. We considered the comments and

1 perspectives that we heard at steering committee meetings
2 and other outreach events. And we also reviewed the
3 public comment letters submitted on the plan itself and on
4 our staff report.

5 --o0o--

6 AIR POLLUTION SPECIALIST SCODEL: So one of the
7 best ways for our program as a whole to improve is by
8 identifying key strengths that can benefit other
9 communities.

10 In West Oakland, there were several aspects that
11 we want to highlight, and Ms. Margaret and Brian have
12 already touched on some of these.

13 First, the District partnered with the West
14 Oakland Environmental Indicators Project, a well
15 established community-based organization with a strong
16 community network and technical capacity. This enabled
17 them to form a community steering committee before West
18 Oakland was even selected by the CARB Board and to hit the
19 ground running.

20 And then to support their joint leadership of the
21 process, the District and the West Oakland Environmental
22 Indicators Project signed a partnering agreement that
23 clearly defined roles and responsibilities for the
24 process. And you heard a little bit about that already.

25 The steering committee operated collaboratively

1 and focused on achieving consensus. And many steering
2 committee members mentioned that they felt heard and
3 appreciated throughout the process, and that their
4 viewpoints were taken seriously.

5 And so we're pointing out the West Oakland model
6 as one approach to community leadership and engagement,
7 that really ensured community voices were at the center of
8 decision making.

9 --o0o--

10 AIR POLLUTION SPECIALIST SCODEL: We've heard
11 broad support for the plan. And today we're recommending
12 that the Board approve it.

13 However, we've also heard concerns about
14 implementation, particularly about prioritization, and
15 resources. The plan has enormous potential to reduce
16 exposure to air pollution in West Oakland. So strong
17 implementation, coupled with clear mechanisms to attract
18 progress and measure success will be essential.

19 To strengthen implementation, we've identified a
20 set of recommended actions for the district, the steering
21 committee, and CARB to continue to work together on.
22 These actions fall into three main areas, reduction
23 strategies, tracking progress and enforcement, and
24 technical enhancements. And so now I'll just touch
25 briefly on those three areas.

1 Under reduction strategies, our recommendations
2 are focused on prioritizing the list of strategies
3 included in the plan and detailing how implementation will
4 work. For example, the steering committee has raised
5 land-use and transportation as major issues to address.
6 And the plan includes numerous strategies for local
7 agencies with authority in these areas, like the City of
8 Oakland and the Port of Oakland.

9 To ensure that these strategies are implemented,
10 we are recommending that the District work with the
11 steering committee and CARB to identify which strategies
12 will require new commitments from other agencies, and to
13 define specific engagement mechanisms to secure those
14 commitments.

15 Under tracking progress and ensuring effective
16 enforcement, our recommendations are focused on
17 identifying clear mechanisms to support tracking progress
18 that everyone can understand and follow. For example, the
19 plan includes a set of example metrics, but recognizes
20 that more work is needed to fully define how they will
21 measure progress.

22 We're recommending that the District, the
23 steering committee, and CARB build on these examples to
24 define clear action-based metrics. And as part of that
25 progress, it will be important to identify data sources

1 AIR POLLUTION SPECIALIST SCODEL: You know, we
2 recognize that the plan is the result of an extensive
3 community collaboration that we've already heard a lot
4 about already, and we commend the steering committee
5 district for all their work.

6 With these considerations in mind, staff
7 recommend that the Board approve the West Oakland
8 Community Emissions Reduction Program and direct the
9 District to work with the community steering committee and
10 CARB on the identified actions.

11 We're also recommending that the Board direct the
12 District to provide updates on these actions in the annual
13 reports required by AB 617.

14 So this concludes the staff presentation. The
15 CARB staff and we have District staff, as well as the
16 community members seated at the table will be happy to
17 respond to any Board member questions before we turn to
18 public comment.

19 Thank you.

20 CHAIR NICHOLS: Questions?

21 Oh, public comment. All right. Let's -- all
22 right. Let's turn to the public next. That's fine. I
23 think that's -- that will help enrich any discussion that
24 we may wish to have.

25 So let's begin with David Wooley.

1 MR. WOOLEY: Good after -- evening, everyone.
2 I'm David Wooley.

3 Is it on?

4 I think so. I'm Director of the Environmental
5 Center at the Goldman School of Public Policy. And we've
6 been involved -- the Environmental Center has been
7 involved in this for quite a long time. Back in 2016 and
8 '17, my predecessor convened a stakeholder process that
9 explored these issues of -- particularly of air pollution
10 hot spots. And I think that effort contributed to the
11 passage of AB 617.

12 I joined the effort about two years ago, when
13 we went -- began into the implementation phase,
14 participated in most of the co-lead meetings, on virtually
15 all of the steering committee meetings as an observer.
16 And under a grant from the District, we have been
17 preparing an independent study of the air quality -- of
18 the community engagement on the plan, and including
19 surveys of the participants. And Lily MacIver, who's the
20 principal researcher on the will speak later I believe.
21 She's a graduate student at Public Health and Planning
22 Schools at UC Berkeley.

23 This was a very successful effort. And it
24 produced a comprehensive plan. And I expect an effective
25 abatement plan, if there's strong support for the

1 implementation. The District staff, the steering
2 committee, and WOEIP were very effective.

3 I want to just highlight a couple of things that
4 are important to use to think about in other community
5 efforts. One is the co-lead model of a community group
6 with the District was very effective. And I recommend
7 that that be replicated in other communities.

8 I'm a supporter of the development of the new
9 exposure modeling effort. It gives important information
10 allowing greater ability to target abatement actions at
11 the neighborhood level. And it should be used in other AB
12 617 communities, where there are complex and diverse air
13 pollution sources in the inventory.

14 Everybody that we talked to wanted more time for
15 this. And this is complex. It takes time to do the
16 engagement. And that's one of the things we keep hearing,
17 that more time for this kind of activity is important.

18 And going forward, strong funding for this will
19 be very important. And I know that there's a -- there's a
20 complex competition essentially for funding in one case
21 for financial incentives for pollution controls. But I
22 think we need to find a balance between those demands and
23 the demands to really empower these communities.

24 One -- could I just say one more thing.
25 There's -- I think there's a nationally important story

1 going on here. You know, I've been involved in Clean Air
2 Act work since before the 1990 amendments. And I know
3 this is the unfinished businesses, these air pollution hot
4 spots. And I think that this process was effective and
5 can be used in other states and communities. And the
6 irony is that I think that although environmental justice
7 concerns were, at one point, a threat to some of the
8 underpinnings of the carbon controls in California, in the
9 end, AB 617 is a new driver for also getting at these
10 carbon emissions. And my guess is that any national
11 attempt to deal with climate will also have to have this
12 important environmental justice an equity element to it.

13 So I recommend that you recommend that you
14 approve this plan.

15 Thank you. And sorry for the over time.

16 MR. BROWN: Good evening, Chair Nichols and
17 members. My name is Bob Brown. I represent the Bay Area
18 on behalf of the Western States Petroleum Association.
19 Thanks for allowing me the opportunity to share a few
20 comments. AB 617 represents really the first of its kind
21 opportunity to bring together a broad group of
22 stakeholders and to advance a very important conversation
23 around community air quality.

24 We've appreciated the opportunity to be a part of
25 that conversation from the development of the blueprint,

1 to participation in the steering committee and communities
2 where we operate, Richmond of course being one. And
3 Richmond -- thank you, Member Gioia, for you leadership in
4 that area as well, because it provides an important
5 example of allowing a productive conversation to occur, a
6 very diverse stakeholder group. And also shout-out to the
7 Bay Area Air District for both their work and support in
8 making sure the community and the community steering
9 committee is front and center, and them as a public agency
10 offering the support to help, you know, steer the data and
11 the science to help drive that conversation.

12 And the people who live and work in the community
13 are running the process. Folks are getting a voice in how
14 that process is designed and carried forward. And I think
15 it's -- really, I think the Bay Area in looking at other
16 regions in California offers a nice model for how to
17 operate this program going forward. I've certainly seen
18 that in West Oakland as well.

19 We recognize there are many lessons learned from
20 this first year of implementation. And just like you
21 would have with any program, there's a lot of work to do,
22 certainly looking at source apportionment and
23 prioritization of the many projects that have been
24 enumerated here.

25 We certainly aren't always going to agree on

1 everything. But what's important really is that people
2 are coming together to have hard conversations. And
3 that's really the only way we're going to be able to find
4 solution by -- by having those conversations and working
5 together.

6 So there's a lot more work to be done. We are
7 certainly convinced that if we can continue working
8 together and continue this type of engagement, that we'll
9 be able to find real solutions and be successful. So
10 thank you again.

11 MR. TORRES: Hello. My is Christian Torres. I'm
12 with Comite Civico Del Valle. You usually find my
13 director Luis before you, but today I'm here.

14 I'm going to read a quick letter that we
15 submitted today. This is on behalf of the AIRE
16 collaborative, which is a group of organizations
17 throughout the state of California that are working in AB
18 617 communities. One of our partners is West Oakland
19 Indicators Project.

20 Dear, members of the. Board, the AIRE
21 Collaborative would like to expose it's support for the
22 approval and implementation of, *Owning Our Air, the West*
23 *Oakland Community Action Plan* drafted by the West Oakland
24 Environmental Indicators Project in partnership with the
25 Bay Area Air Quality Management District.

1 This action plan outlines key strategies to
2 reduce emissions and exposure to emissions that are in no
3 way unattainable as well as strategies to improve health
4 program access as a clearly disadvantaged community. The
5 plan has been tailored for West Oakland, but this
6 community action plan will also serve as a model for other
7 communities to follow. We need a model like this as an
8 example and template of community working with its air
9 district and CARB to continue to define the intent of AB
10 617.

11 West Oakland faces different challenges than the
12 ones that our -- that other AIRE partners face through the
13 state. However, all of these communities share one
14 similarity they have to confront historical and systematic
15 adversity and marginalization. The implementation of this
16 Community Action Plan will not it eradicate decades of
17 environmental injustices overnight, but it is the right
18 step -- the right step into a more equitable future.

19 We're asking for you to approve this plan and
20 commit to its implementation.

21 And I'd like to add something that's a little
22 personal to me, because of the way the AB 617 is working,
23 and that is that there needs to be more funding into this
24 project. As mentioned, by Ms. Margaret, by Brian, by the
25 community members, by staff, there needs to be more

1 support.

2 I myself work as co-chair on one of the steering
3 committees for the AB 617 communities which will host you
4 in two months. And we can tell you, the money that is
5 being put into this program is not enough, and there needs
6 to be more support. Working with local stakeholders is a
7 tough issue to have. But with the right support, I know
8 it's available. Thank you.

9 MR. BERENSHTEYN: Good afternoon. My name is
10 Roman Berenshteyn. I'm here on behalf of the Bay Planning
11 Coalition. We're a policy advocacy group that represents
12 over 150 members around the Bay Area with a shared goal of
13 building a more environmentally sustainable and
14 economically viable region. And we'd like to express our
15 support for the plan and recognize Brian Beveridge,
16 Margaret Gordon, and all of the plan partners for all of
17 the hard work that went into putting this plan together,
18 and teeing it -- teeing it up to become the first AB 617
19 community plan to be adopted in the state.

20 This plan is a monumental step for both improving
21 regional air quality and helping eliminate some of
22 disparate health impacts felt in the West Oakland
23 Community and will surely serve as a strong precedent for
24 future AB 617 community plans.

25 So we're excited that the plan has come this far,

1 and we look forward to being a supportive partner as the
2 plan enters the implementation phase.

3 Thank you.

4 MR. ABOUDI: Good evening. My name is Bill
5 Aboudi. I'm with AB Trucking. We operate a drayage
6 company. So all those trucks that they're talking about
7 were not drayage trucks, because we're clean trucks,
8 right?

9 We were the first to go through the clean truck
10 program back in 2010.

11 Thank you.

12 We took a jump. We've learned from that rule a
13 lot. I am an AB 617 steering committee member and I've
14 been working with West Oakland for many, many years. This
15 program, AB 617, the way it was set up in West Oakland is
16 a collaborative process. That's the way it should be.
17 Everybody is at the table. Everybody's concerns are
18 addressed.

19 So we are in the trucking business, but we are
20 also concerned about the health impacts of the equipment
21 that we're using to do our jobs. We've learned a long
22 time ago that proximity is the cause. And we are the
23 closest to that equipment and that diesel emission. So we
24 do support the efforts of this program.

25 There are some things that we've addressed. Land

1 use was a major part of that. We have trucking companies
2 that are business models are shifting and we need a lot of
3 land space. And not one trucking company at the port has
4 long-term leases to be able to have the infrastructure for
5 going forward and getting to the electrification or any
6 type of other fuel, unless you have a place that you're
7 going to be.

8 And month-to-month rentals of space for trucking
9 companies just does not work, if you're going to try and
10 clean the air. So that's why we have resistance of moving
11 to any other mode except for diesel because of that. So
12 we have to think very clearly as we're making these rules.
13 We need other partners to come in and make sure that the
14 infrastructure is put in to address those issues.

15 Just as a point, I think last Board meeting at
16 the port, they had month-to-month renewals. They have to
17 come up and renew the leases and advise the Board that --
18 when they reach a year. And there was almost 250 acres is
19 what they claim to be truck parking on month-to-month. So
20 that just tells you the issue that we're dealing with.

21 I'm running out of time, so I'll say thank you.

22 CHAIR NICHOLS: Thank you.

23 MS. MACIVER: Hi, everyone. Thank you for the
24 opportunity. And I'd really like to commend the
25 community, Karin and Mercedes who are here, Brian and Ms.

1 Margaret. As David mentioned, I'm working with him and
2 we're doing a study on the process. I'd like to commend
3 the process, and especially the sharing of decision-making
4 power between the Air District and the community, which
5 contributed to the success of the process. I echo Ms.
6 Margaret, and Brian, and the community in general's
7 concern over implementation and funding.

8 I'd like to ask the Board to please advocate for
9 strong baseline funding for AB 617. Implementation needs
10 more support. We need to also increase the resources to
11 pay community members to participate, for the air
12 districts to build out their staff, and the staff's
13 competency, as Ms. Margaret mentioned, for community
14 collaboration and engagement, and for the new modeling
15 that the Air District is doing. That takes a lot of time
16 and effort at this hyper-local level.

17 I fear that if consistent funding is not secured,
18 AB 617 risks replicating historic patterns of policy
19 volatility, that fail to deliver promised change and
20 degrades community's trust in government.

21 I define policy volatility as when a policy is
22 not enforced, not properly resourced, or when a policy is
23 repealed or undermined. Why is this important? As
24 researchers, we believe that AB 617 is an important
25 evolution in policy and air law. AB 617 processes give

1 communities an opportunity to -- well, communities that
2 have seen a lot of historic injustice to heal themselves.

3 Government rarely, if ever, has this function,
4 holding space for community healing. It has been the
5 opposite. Government policies have caused harm, have
6 caused environmental injustice, et cetera.

7 AB 617 I think is revolutionary. It reverses
8 this trend. It creates a venue for West Oakland and other
9 communities to restore justice by improving the air and
10 preventing racial and class based health disparities.

11 Thank you.

12 MR. MAGAVERN: Good evening. Bill Magavern with
13 Coalition for Clean Air in support of the staff
14 recommendation.

15 And I want to congratulate WOEIP and all the
16 community members, as well as the Air District for your
17 successful partnership. And I think this is really the
18 kinds of community-driven process that AB 617 is supposed
19 to engender.

20 We also think that the additional staff
21 recommendations from the CARB staff will help to make the
22 implementation of the plan more effective and improve
23 enforcement. And as we look at all of the Community
24 Emission Reduction Plans across the state, I think what we
25 most need to see in those is, first of all, a

1 community-driven process, and secondly, tangible
2 reductions in emissions and exposures that go above and
3 beyond what was included in existing rules and policies or
4 those that were part of other plans.

5 This is supposed to address the cumulative
6 impacts of air pollution in the most impacted communities.
7 So we really need to see the 617 plans adding to what was
8 already on the books and giving the needed relief to those
9 communities.

10 Thank you.

11 MR. WAN: Good evening, CARB members. I'm Danny
12 Wan. I'm the Executive Director of the Port of Oakland.
13 So first of all, welcome to Oakland and particularly our
14 neighborhood West Oakland. And the Port, you may know, is
15 many of the 500 employees and the people who fill the
16 85,000 jobs the port generates, as we work, and many hours
17 in West Oakland. So we consider ourselves part of the
18 community here. Along with the neighbors and residents,
19 we are the West Oakland community. So welcome.

20 And this is why the Port of Oakland congratulates
21 and supports the community, CARB, and the Air District in
22 empowering this community in partnering CARB in
23 determining our own environmental and economic future
24 here.

25 And so we've heard much about the plan and

1 implementation of it. You heard from the community that
2 the implementation is absolutely important. I am proud
3 that the Port has a very good record of implementation.
4 From 2005 and 2017, the Port has reduced our DPM emissions
5 by about 80 percent. And we're which shooting for 85 by
6 2020.

7 And we -- and the drayage trucks you visited our
8 port this morning, you see many of the drayage trucks.
9 Well, those are the trucks that are already complying.
10 They're compliant. And in that same period of time, our
11 trucks have reduced their emissions by 98 percent. And
12 our ships, over 80 percent of our ships are plugged in
13 when they're parked at the port.

14 And I just visited Asia and many of the Asian
15 shipping lines inform me that they're actually very proud
16 that they have accomplished that accomplishment complying
17 with an 80 percent rate. And it is a California-specific
18 requirement that these folks have invested a lot of money
19 into.

20 Now, that's not to say we're going to need to do
21 more. The Port has adopted its own 2020 and beyond plan,
22 in which the goal is zero emissions. So we need to
23 emphasize electrical infrastructure. And we're already
24 examining many of the measures that's the community plan
25 to adopt as our own as part of our 2020 air emissions

1 plan. So certainly, we're committed to future
2 implementation of the community plan as well.

3 And last point, and many of the community members
4 also pointed out, in order to implement this, we need
5 collaboration. The Port is absolutely committed. I just
6 became the Executive Director, what, two weeks ago.

7 (Laughter.)

8 MR. WAN: I am -- of course, I'm committed to
9 talking to West Oakland Indicators Project, the community,
10 in terms of talking them ahead of time before we go too
11 far down any projects that may impact the community. That
12 is absolutely key. Collaboration means transparency in
13 terms the of Port's plans, and in terms of consulting with
14 the community ahead of time before the decision is already
15 made. That's certainly a commitment you'll hear from me.
16 And I know that Ms. Margaret, and Brian, and I have
17 already had a conversation about starting that process.

18 So you will have our commitment and I support the
19 plan. Thank you very much.

20 MR. PAYDAR: Hello. My name is Naveed Paydar.
21 I'm with the California Public Utilities Commission.
22 Thank you, Board members, CARB, steering committee,
23 community members for all your leadership on this issue.
24 So I've heard a couple times throughout the day already
25 that you guys are looking for collaboration, you're

1 looking for partnership, you're looking for support and
2 resources, and funding. And that's what we have at the
3 CPUC and that's why I'm here to offer --

4 BOARD MEMBER GIOIA: You're here to give us
5 money, right?

6 (Laughter.)

7 MR. PAYDAR: Absolutely, John. And John -- John
8 is a good friend of mine. So we are here, because the
9 Commission is -- the CPUC is committed to social and
10 environmental justice. And we've just last year passed
11 our social and environmental justice action plan, which
12 goes beyond SB 350 to really look at the impacts on
13 disadvantaged communities of all of our programs. So the
14 CPUC we regulate electricity and natural gas and other
15 things. And we have a number of programs that will help
16 meet some of these goals.

17 The CPUC passed their social and environmental
18 justice action plan. Two of our Commissioners spearheaded
19 that. That's Martha Guzman Aceves and Cliff
20 Rechtschaffen. We have an amazing five Commissioners at
21 the CPUC right now, four of which are women, four out of
22 the five. Four of those women are -- three of those women
23 are women of color. Our -- we have a new President,
24 Marybel Batjer, who is amazing.

25 We are here in the spirit of partnership. I

1 brought with me a report that we -- we've developed
2 through Martha Guzman Aceves's office that looks at how
3 you meet these goals that we're here to hopefully approve
4 today and how you can use CPUC programs to help do that.
5 So I have that report right here.

6 I want to pass it out to everyone. She's got
7 one, but I have about enough for the Board members. I
8 also have my business card, so that -- my role also is
9 local government and community liaison. So I'm going to
10 pass out, as many as I can, of my business cards out, so
11 that if you have any questions -- and this -- this is
12 about an 80-page report. And it looks a lot of our
13 programs, but it's really just a primer of our programs.
14 If you have any questions about it, you know, please
15 contact me, contact other CPUC staff.

16 The programs are designed to meet these goals and
17 to have specific set-asides for disadvantaged communities.
18 We have the Solar on Multifamily Affordable Housing
19 Program, which provides free solar on low-income
20 multifamily housing that benefits the tenants. That came
21 out after the Solar on Single-Family Affordable Housing.
22 We have the Electric Vehicle Program that sets aside tens
23 of millions of dollars for disadvantaged communities to
24 install electric vehicle charging stations at their
25 workplaces and at their resident -- at their homes, and

1 many more.

2 And this is -- this report just came out a week
3 ago. So it's got the most comprehensive list of the
4 CPUC's programs that we have right now. And there's a lot
5 of them.

6 So we're here to help. And thank you all for
7 your leadership on this.

8 MR. JACOB: Good evening, Madam Chair and Board
9 members. Mike Jacob with Pacific Merchant Shipping
10 Association. Good to see you again today.

11 We don't have an official position the plan, per
12 se. There are some of the strategies we embrace, such as
13 funding incentives for trucks, and harbor craft, and some
14 things we have concerns with, including Indirect Source
15 Rule.

16 But we wanted to show up tonight to embrace the
17 key strategy component, and which was referred to by
18 several of the other speakers with respect to separating
19 industry and residential uses. That's not only a
20 protection for residents, that's a protection for
21 industrial businesses. And to allow us to do our jobs in
22 a way where we don't have impacts, where we don't have the
23 situations that we need to turn around and mitigate or
24 regulate later.

25 And we think that that is exceptionally important

1 as a strategy for moving forward, both for improving the
2 existing conditions for residential communities in West
3 Oakland, but also for preserving the industrial use of --
4 at the Port of Oakland going forward.

5 Right now, the Port is under some pressure from
6 the City. And there are other considerations with respect
7 to the potential reuse of property at the port, which
8 could have up to 30,000 new residents within our current
9 industrial buffer zone. The application of these
10 strategies will help push back on that type of
11 encroachment that will not only increase our cost of doing
12 business, but also put new residents and sensitive
13 receptors directly into a place where then we'd have to
14 turn around and adopt new rules and new mitigations.

15 And that's something we should be strenuously
16 avoiding. So moving forward, again, we applaud AB 617
17 planning that's going on in West Oakland with respect to
18 the existing residents but we also think it should be
19 applied proactively. You should be looking at how does
20 this maintain industrial buffer zones where they exist
21 right now. And we'd like to make sure that this Board is
22 a key in making sure that that implementation component is
23 not lost too.

24 Thank you very much.

25 CHAIR NICHOLS: Thank you. That concludes the

1 list of witnesses who've signed up to testify.

2 I don't think there's huge amount of suspense
3 about what's going to happen.

4 (Laughter.)

5 CHAIR NICHOLS: I hope nobody is in doubt.

6 But I think it might be useful if Board members
7 had a chance to either ask questions or make comments at
8 this point about where we are in the process.

9 And I'm going to start by asking everybody, I
10 guess, to really address the question of what next? I
11 know it was in the presentation, but it was, let's say, a
12 little bit general, in terms of, you know, going forward
13 from today. We presumably will endorse, adopt, approve
14 the plan. What will you do tomorrow, what should we do
15 tomorrow to then bring this into fruition?

16 I'll turn to you.

17 MR. BEVERIDGE: Tomorrow, I have to go to Santa
18 Clara and do a different job. But in the weeks to come,
19 our next -- our steering committee is still meeting and in
20 the -- at the December meeting, we will take a deep dive
21 into what they think the process of the steering committee
22 looks like in implementation. We have not demanded that
23 the same group of people commit to the next 15 years. But
24 certainly, if that leadership will stay in place, it will
25 be a great advantage as we figure out exactly what the

1 structure is.

2 As we've said, we've had a meeting every month of
3 the steering committee. We have had weekly meetings with
4 the District for planning. We think the planning probably
5 will continue to be fairly intensive. Hopefully, we will
6 find -- we will get into a stride of some kind, and we'll
7 have a kind of standard process.

8 We expect to have a series of subcommittees that
9 will meet, special subject category groups that will meet
10 to dive deeper into our strategies. So the work will
11 continue in a formal and structured way. We know we're
12 required to have a quarterly meeting. We expect to
13 continue our monthly meetings in some form to continue to
14 have facilitation support to carry out those meetings.

15 In -- coming -- in the coming year, we really --
16 we have to begin to dig into these individual strategies.
17 We've said all along that they are -- they are somewhat
18 malleable, especially those that don't fall within the
19 direct purview of the Air District or CARB.

20 CHAIR NICHOLS: Um-hmm.

21 MR. BEVERIDGE: And there was great concern on
22 the part of the city, and business, and a variety of
23 people. It's like do we -- does it have to say exactly
24 this? And we said, well, it's going to say that for now.
25 You know, the wording will be what the wording is, because

1 we have to have wording.

2 But it is a collaborative process to figure out
3 how any particular strategy comes about. So that will
4 continue to be a process of diving deep into subject
5 matter, of finding the resources among a group of
6 stakeholders, of finding the right approaches to these
7 solutions, and always looking at are we moving in the
8 direction of the -- of the intentions of the plan and are
9 we doing that in a way that's equitable, because equity is
10 going to be at the center of this pro -- of this
11 implementation.

12 So we expect in January that we will convene the
13 steering committee and we will begin to discuss the
14 structure and the work itself. The process is so -- as
15 you've heard, much of this is about what is the process
16 that gets us where we need to go, whether it's partnering
17 agreements or it's collaborative models and methodologies,
18 education of the stakeholders, and a shared vision.

19 So we will take the structure we have. We will
20 probably have to make some small modifications, but we
21 don't intend to lose a grip on the key elements,
22 community-centric leadership, and a rich partnership with
23 our local air district.

24 CHAIR NICHOLS: And other than sending checks,
25 which, you know, we should probably want to do, what do

1 you want to see from CARB specifically as our next steps?

2 MR. BEVERIDGE: Do you want to speak on what we
3 want from CARB?

4 MS. MARGARET: Yeah. Well, CARB -- one of the
5 things that we're going to have to have, and I'm just
6 going to put it out there, we've got to have some kind of
7 formal agreement of what is CARB's role and tasks as a new
8 entity sitting at the table with us as co-lead. Is that
9 their role? We're going to have to have this -- going to
10 have to have this discussion, because -- really, I know --
11 I know the people from the last year, but I don't know the
12 people who's going to be sitting at the table. That's a
13 whole different thing. Because CARB staff come to our
14 meetings and they never say nothing. Don't -- I'm
15 serious, they say nothing. They don't criticize. They
16 don't -- you know, so we need to have that really frank
17 conversation, what is your role, what is your task through
18 some form of agreements.

19 Because I cannot, in my own principles, move
20 forward without understanding that, because it might not
21 work.

22 CHAIR NICHOLS: Um-hmm.

23 MS. MARGARET: Some people don't need to be in
24 community. And I'm saying that, some staff do not need to
25 be in community. They need stay in their little

1 cubby-hole --

2 (Laughter.)

3 MS. MARGARET: -- if they got one. Stay at their
4 desk. Don't come out.

5 (Laughter.)

6 MS. MARGARET: All right. I'm just going to say
7 it. Some staff don't -- I have had that experience,
8 because I don't want to --

9 CHAIR NICHOLS: Somebody has to be in a
10 cubby-hole.

11 MS. MARGARET: Yeah, well -- because I'm willing
12 to tell you the thing you turn to come through the door,
13 it's the same thing you turn to get out of here, all
14 right.

15 CHAIR NICHOLS: Um-hmm.

16 MS. MARGARET: So it's just that frank and that
17 blunt that some people do not understand community
18 engagement. They have not had any training.

19 CHAIR NICHOLS: Um-hmm.

20 MS. MARGARET: They don't understand what is the
21 process. And I'm very leery of people coming in that --
22 if that's going to be part of my role to get them to
23 understand these baby steps, let's talk about it.

24 CHAIR NICHOLS: Um-hmm.

25 MS. MARGARET: I don't want to be -- have a

1 hidden agenda behind --

2 CHAIR NICHOLS: Right.

3 MS. MARGARET: -- what we -- what we see as
4 important and have value, and they don't see the
5 importance or have value, because it's based on some
6 statute, or some policy, or some mandate that's inside
7 CARB.

8 CHAIR NICHOLS: Um-hmm.

9 MS. MARGARET: And I need -- we need -- clearly
10 need to understand all those things as we move along.

11 And one of the next things I want to do I've got
12 to gut in touch with the guy from the PUC, all right,
13 because we have other projects -- other projects outside
14 of just with AB 617 that these --

15 CHAIR NICHOLS: Right. He's over there standing
16 up.

17 (Laughter.)

18 MS. MARGARET: All right. We have other projects
19 that -- other projects that could contribute to -- we need
20 funding to contribute to do part of emission reduction,
21 especially one of my favorite programs that I have been
22 instigating for a long time is indoor filtration.

23 CHAIR NICHOLS: Um-hmm.

24 MS. MARGARET: And within the neighborhood
25 especially where the hot spots is. And I live in the hot

1 spot.

2 CHAIR NICHOLS: Um-hmm.

3 MS. MARGARET: And I live in a building that's --
4 it's a newer building that's 25 years old, but we have
5 no -- the electrical system that we have does not support
6 indoor filtration.

7 CHAIR NICHOLS: Um-hmm.

8 MS. MARGARET: So I'm really, really looking for
9 how do we work with the housing provider and the other
10 nonprofit housing providers in the neighborhood to support
11 the most vulnerable and the most impacted have indoor
12 filtration.

13 Our school is going to have it.

14 CHAIR NICHOLS: Um-hmm.

15 MS. MARGARET: Our school is have -- one thing,
16 after all these years, our public school in our
17 neighborhood will have indoor --

18 CHAIR NICHOLS: That's great.

19 MS. MARGARET: -- indoor filtration after all
20 these years. But that's one of -- those are the things I
21 see that's important for next steps.

22 MR. NUDD: Can I respond to Ms. Margaret real
23 quick.

24 CHAIR NICHOLS: So while we're being candid,
25 where is the city, where is Oakland? I mean, a lot of the

1 measures that we're talking about here are directly
2 related to local --

3 MS. MARGARET: The City does not have -- the City
4 does not have control of the school district.

5 CHAIR NICHOLS: No. No. No, I'm not -- this is
6 not about that specific issue, but just more generally.

7 So go ahead if you -- this is a free-flowing
8 conversation and others will join me soon.

9 MR. HILKEN: Sure. Absolutely. Chair Nichols,
10 the City has a huge part to play in this. You saw that
11 one slide that sort of summarized --

12 CHAIR NICHOLS: Um-hmm.

13 MR. HILKEN: -- the different types of controls.
14 A lot of them are city measures, land use and
15 transportation measures.

16 CHAIR NICHOLS: Um-hmm, right.

17 MR. HILKEN: They've been great partners. The
18 City has been on the steering committee. And we
19 continue -- my staff met with them this morning, so
20 there's already a -- to your answer questions what happens
21 tomorrow.

22 CHAIR NICHOLS: Um-hmm.

23 MR. HILKEN: I think it's working with some of
24 those key partners, the City and the Port --

25 CHAIR NICHOLS: Um-hmm.

1 MR. HILKEN: -- to sort of drill down and where
2 is there common ground between the priorities that the
3 steering committee is laying out --

4 CHAIR NICHOLS: Right.

5 MR. HILKEN: -- and plans and programs that the
6 City and the Port have in mind already, and let's --

7 CHAIR NICHOLS: Um-hmm.

8 MR. HILKEN: -- let's -- let's join those
9 together, what does the City and Port plan on doing and
10 where are the steering committee priorities? And let's
11 drill down and focus on those. But this -- I'm not sure
12 if the City has a representative here tonight, but they've
13 been very good partners and we have -- we'll continue to
14 work with them and they've made their commitment very
15 clear.

16 CHAIR NICHOLS: Great. That's great to hear.

17 MS. MARGARET: The City staff did show up for the
18 tour yesterday.

19 CHAIR NICHOLS: Um-hmm.

20 MS. MARGARET: We did have City staff on the
21 tour.

22 MR. NUDD: And, Chair Nichols, I want to just
23 interject a couple of things. I think one of the big
24 challenges in the City of Oakland and a lot of these other
25 impacted communities is going to be resources on the city

1 and county side, right?

2 These are communities that have experienced
3 disinvestment and underinvestment for decades.

4 CHAIR NICHOLS: Right.

5 MR. NUDD: And so their capacity to participate
6 in the planning and the implementation of these measures
7 is going to be challenging.

8 You asked earlier about the role for CARB moving
9 forward in the implementation. To riff on what Ms.
10 Margaret was talking about with the indoor air filtration,
11 that's a new kind of thing, right? The Air District has
12 never stood up a indoor air filtration program. CARB has
13 never done one as far as I know. Our read of the statute
14 that's associated with the investment with the incentive
15 funding is that this is something that should be fundable
16 under the incentive program.

17 So the flexibility of the CARB staff and the
18 willingness to work within the community's desires and the
19 community's direction --

20 CHAIR NICHOLS: Um-hmm.

21 MR. NUDD: -- is going to be very helpful as we
22 move into implementation.

23 BOARD MEMBER BALMES: And in terms of indoor
24 filtration, if I could jump in, it would also be very
25 helpful for those bad air days with -- due to wildfires.

1 MR. NUDD: Yeah. We're --

2 BOARD MEMBER BALMES: Ms. Margaret, go to the
3 school next time there's a bad wildfire.

4 MR. NUDD: Yeah, we're hopeful -- we're hopeful
5 if we can stand up a program and a model in West Oakland,
6 we should be able to expand that to the impacted
7 communities throughout the air district. And hopefully,
8 we'll get some funding for wildfire centers as well.

9 CHAIR NICHOLS: I'm going to be quiet and call on
10 other people who want to speak. And I think just --

11 MR. BEVERIDGE: I wanted to -- I wanted to add
12 one thing. One of my steering committee members passed me
13 a note with the word "advocacy" on it. And I think it's
14 going to be very important that boards like yours advocate
15 across the governmental chain and up to the Legislature.
16 Because what we've done here is an unusual thing and not
17 everyone really understands what it is. They don't
18 understand it's a plan. A lot of people know about plans,
19 but they don't understand the process that got us here.
20 And it is somewhat, I would say, innovative, if not
21 revolutionary.

22 And I think that that's a powerful element of a
23 role that this Board can play, and that the Agency as a
24 whole can play. And I think figuring out how to partner
25 more, there's some needs to transfer, allocate, or pass

1 some authority probably. Our cities need to better
2 understand how to enforce air quality regulations.
3 Frankly, they don't know how to do it at all, because it's
4 never been under their purview really.

5 So it's something as simple as how to write a
6 ticket for a truck that's idling. They don't know how.
7 They don't know if they should. They don't know what reg
8 they should use. So I think there -- there's some real
9 strong need for education from the Agency to municipal
10 governments and to the enforcement agencies within
11 municipal -- municipalities.

12 CHAIR NICHOLS: Great. Thank you.

13 BOARD MEMBER RIORDAN: Madam -- oh, excuse me.
14 Sorry, I was going to call on John and then you.

15 BOARD MEMBER RIORDAN: Okay.

16 BOARD MEMBER GIOIA: First, I want to thank Ms.
17 Margaret, Brian, Mercedes, and Karin all for your really
18 eloquent presentations and your whole time. And Ms.
19 Margaret, thank you for also providing advice to those of
20 us in Richmond and the AB 617 process there. I think
21 that's been very helpful.

22 I think we all know Oakland has had a head start
23 on every other community in California working on this,
24 because you've been working on this for years. And it
25 shows in this plan, a really thoughtful plan. And I'm

1 happy to say this is the second time I'll be voting to
2 approve the plan. The first time was as a member -- is as
3 a member of the Bay Area Air Quality Management District.

4 And so I just want to make a few comments,
5 similar to some comments -- to some comments I made there.
6 I think the work is just starting or a different phase of
7 the work. And where the rubber meets the road is going to
8 be how this plan gets implemented. Because AB 617 un --
9 didn't really change the authority of any agency. What it
10 did is set up a community process for the community to
11 identify the pollution reductions that need to occur.

12 So the next step -- and that's why I think in
13 looking at sort of -- in the CARB staff report under some
14 priorities, I think what's going to be really key is both
15 listed as, one, prioritize the strategies and further
16 study measures, and develop an implementation plan for the
17 highest priority strategies. And two, identify the
18 strategies that require commitments from other agencies to
19 implement and include engagement.

20 I mean, your plan I thought was really well
21 thought out, because not only did you list your 89
22 strategies, you listed which agency is responsible for
23 implementing that strategy, whether it's the City of
24 Oakland, the Port of Oakland, the Air District, or the Air
25 Board, or the County, all of them have a role.

1 And so as you indicated, advocacy is important.
2 And so while resources is important, I think equally
3 important is action and political will of the Air District
4 Board members on which I serve, this Board, the Oakland
5 City Council, the Port of Oakland, because ultimately, the
6 plan is only as good as these other partner agencies
7 implementing what's in the plan.

8 So I don't want to -- I don't want to undervalue
9 the importance of money and resources, which we all need
10 to advocate at the Legislature. But let's not undervalue
11 the political will that it's going to take, because when
12 you go either to our Air District Board or to the City of
13 Oakland and say we need this new policy or regulation,
14 remember, that's going to be a whole public process, and
15 there will be interest groups on all side of that process.

16 So there may be interest groups who said, okay,
17 this plan is fine. It's just a plan. But when it comes
18 time to implementing the plan and passing a new law or
19 regulation, that's where folks will fight. And you know
20 that, because as a community you've already fought. But
21 one thing I said this morning and I'll say again, the West
22 Oakland community has shown an amazing ability to advocate
23 and make a difference. Because I said -- you know, we're
24 at the 40th anniversary of Loma Prieta and folks remember
25 that this community fought rebuilding the freeway, which

1 was four blocks away from here along Mandela Parkway,
2 because of all the diesel -- I remember and -- that fight
3 from folks in this community.

4 They convinced Caltrans and others to relocate an
5 interstate freeway. That's a big deal. And if Oakland --
6 West Oakland can convince federal and State folks to
7 relocate an interstate freeway from out of their
8 community, I think you can be successful in getting all of
9 us collectively to successfully implement this plan.

10 So I think, again, there's a lot of work. And
11 I'm glad to see the -- I mean, the Port's commitment here.
12 And I know Danny Wan has a commitment here. I mean,
13 your -- you were elected by residents in West Oakland to
14 the East Bay MUD Board many years ago, so it's unique.
15 You understand what it's like. We served together on the
16 East Bay MUD Board many years ago. And then you were on
17 the Oakland City Council really working to better West
18 Oakland as well. So it's great to see you in that
19 position and commitment with the Port.

20 And I know the community is going to -- is going
21 to hold your feet to the fire, as they should. And it
22 would be nice to see someone from Oakland here. I know
23 it's good to hear that they were involved in the process.
24 But land-use issues are going to be really important,
25 right?

1 And so I'm really excited, but it's -- I'm
2 waiting to see and help in the next -- really in the next
3 phase of this. And I know we're all committed
4 collectively to make that happen. And finally, I want to
5 thank the Air District and its staff, both current and
6 former Air District staff, who I see are here, who really
7 a worked hard to work and support the community on this.
8 And I know that's the same approach that you're all taking
9 in Richmond.

10 And I've gone to every, except one, AB 617
11 meeting in Richmond. And I know we've got a long ways to
12 go in Richmond and we're watching closely what you've done
13 here. And I think it's helped informed us. And so we
14 always welcome your advice, but every community is going
15 to do it differently. So thank you for really a
16 successful effort and we'll now roll up our sleeves to
17 really what's the most important part is getting the
18 action to get it done.

19 CHAIR NICHOLS: Mr. Riordan and then Dr. Balmes.

20 BOARD MEMBER RIORDAN: Thank you.

21 First of all, let me congratulate all of you for
22 being a role model. This is, I think, an excellent plan.
23 And particularly, I think it's because you've had a lot of
24 experience. And it has made for a plan that hopefully
25 other communities can follow.

1 But just in a more casual way, let me ask a
2 question of you four who are sitting here. There are
3 communities that are identified in other parts of the
4 state, who have not been active in their quest for cleaner
5 air. What advice might you give, just a very quick what
6 would you do? What would you suggest for a community
7 that's sort of just beginning?

8 MS. MARGARET: First, you've got to learn --
9 first thing first was that how do you keep people at the
10 table to develop the trust and the relationships. What
11 steps does it take to do that? And also have neutral
12 facilitation. Not to have somebody from the community,
13 not somebody from the agencies be at the head of the
14 table.

15 And it's a shared process. If it's not a shared
16 process of the good, bad, and the ugly, it does not work.
17 You've got to be able to have certain mechanisms in place
18 for -- to get a shared process and a shared momentum of
19 how you're going to move forward, not move back, but move
20 forward.

21 And people have got to put their stuff on the
22 table. If you're not going to put your stuff on the table
23 and you go back, you go back and write something or say
24 something, and it get back, and you had opportunity to say
25 it in front of everybody, that is going to be a problem.

1 So trust, relationship building, having a system
2 that's set up that is a shared process, shared value,
3 shared -- going beyond just input and feedback. That's
4 what I see is very important.

5 And also understand the research and the data.
6 Very first thing, you have to be -- have somebody ongoing,
7 if nothing else to interpret it in such a way -- and it's
8 not dumbing down, but to be able to talk at you -- with
9 you and not at you.

10 BOARD MEMBER RIORDAN: Okay.

11 CHAIR NICHOLS: That's great. Thank you.

12 MR. BEVERIDGE: I would say, and this is the
13 essence of our work, educate ourselves and share it with
14 your neighbors. And then let people decide what's
15 important to them. If we share the right information,
16 people will say I understand. That must -- that's
17 important to me too. Finding the knowledge is sometimes a
18 challenge. Starting from scratch you find some graduate
19 students who need a project. You ask them a question.
20 Go -- you know, go research this for us, if you would.
21 Write us a little report. You know, you just start to
22 educate yourself and you find sources of knowledge around
23 the issues that you need. And as you begin to share that
24 with your neighbors, that's the essence of organizing.

25 We always talk about how do we organize a

1 community? Well, you start to talk to each other. That's
2 the first way you organize, and you start to share
3 something besides your anxiety.

4 (Laughter.)

5 MR. BEVERIDGE: You begin to share knowledge,
6 even if it's your own intrinsic knowledge, and you build a
7 body of knowledge that you can begin to share with others
8 and you can begin to use in places like this. And
9 eventually, we find partners who can help us expand on
10 that knowledge. And I would say that's a good starting
11 place.

12 Do you have any thoughts?

13 MS. RODRIGUEZ: I would say that basically you
14 need to find people that have the same like mind as you,
15 people that are interested in the same types of air
16 quality that you are. Once you have a group of people
17 that are interested, they can branch out to other members
18 in the community to find out if they're interested, so
19 that they could go to the public and find out ways in
20 order to accomplish a goal. They also will have to work
21 with public agencies and also community agencies in order
22 to get something like that to happen.

23 But the key is to all -- everybody to work
24 together. If they don't work together, nothing is going
25 to happen. That's how we were able to do so great with

1 this AB 617. The CARB, West Oakland Environmental
2 Indicators Project, the City of Oakland, community
3 organizations, we all worked together over this long year
4 in order to get this AB 617 draft here for you. So
5 working together is the key.

6 BOARD MEMBER RIORDAN: Thank you.

7 MS. MACDONALD: I think if you're starting with a
8 community that perhaps is not as well organized with
9 respect to environmental concerns, I would say that having
10 some peer learning, basically bringing in somebody like
11 West Oakland Environmental Indicators to give a
12 presentation, I think you're going to be work -- there are
13 going to be activists wherever you go. There are people
14 that are interested in something. And those are people
15 that know specific segments of their communities and
16 probably have some trust of certain segments of the
17 community. I think that that is a good place to start,
18 and then bring in somebody from another community, either,
19 you know, perhaps neighbors other steering committee
20 members to talk to them, and explain the process to them.

21 I think this kind of neighbor to neighbor, peer
22 to peer knowledge and information sharing is very
23 powerful, in particular when you're asking people to make
24 a long-term commitment to something, and when you're
25 asking people to really put a lot of time into something

1 that they don't know will work. We've all been on -- I
2 mean, we've all written plan, after plan, after plan. And
3 they're all at the West Oakland Library, as we always say,
4 you know.

5 So hopefully this one here will be, you know,
6 getting a little bit more airtime and will actually be
7 implemented. But I think that is probably the same for
8 other communities. They may not be as active, but I think
9 that is where I would start.

10 BOARD MEMBER RIORDAN: Thank you all very much.
11 Appreciate it.

12 CHAIR NICHOLS: Dr. Balmes.

13 BOARD MEMBER BALMES: Thank you, Chair Nichols.

14 So I'll start by saying that I'm going to build
15 on some of the comments from my colleague Supervisor
16 Gioia. And to try to save time, I agree with almost
17 everything he said about the fact that there's going to be
18 a lot of political will that's going to be needed to get
19 these various governmental agencies to work on
20 implementing the plan.

21 It's been a real pleasure and honor of mine to be
22 the Chair of the AB 617 Consultation Group, of which Ms.
23 Margaret is an active participant. And if I've learned
24 one thing from Ms. Margaret, and I've learned more than
25 that, it's land use, land use, land use, and that's

1 complicated.

2 We heard testimony earlier today up front about
3 the -- about how there's no long-term facilities for
4 truckers -- long-term lease -- lease available for
5 trucking companies at the Port of Oakland. I'm not
6 blaming anybody, but that's an Issue. If electrification,
7 which we need for the port trucks can occur.

8 Certainly, the City of Oakland has a lot to say
9 about land use. And I'll just say that the bulk terminal
10 that is right adjacent to the port and is another
11 potential source of exposure to the citizens of West
12 Oakland is a whole nother issue. And obviously, the city
13 has been fighting to prevent coal at that terminal. But
14 even if there's something other than coal there, it's
15 going to be an issue for exposures to the community.

16 So I really am very proud of what you all have
17 done. In terms of working together, working with the
18 District, I'm proud of the district as well, but -- and
19 I'm also proud of CARB staff for not saying anything.
20 Maybe they should do a little bit more, but they
21 haven't -- they've been trying to not get in your way.
22 And we'll learn how to be better partners in the future
23 during implementation. You know, I heard you, Ms.
24 Margaret, about your concerns.

25 But, you know, it's -- CARB, the District, and

1 your steering committee, you know, it's not enough, as you
2 know. I'm not telling you anything you don't know. So
3 I'm not sure how to best advocate for that -- the
4 cross-governmental agency collaboration that we need,
5 other than to advocate. And I certainly am willing to do
6 that. I'm willing to go to meetings of local and city
7 council with you, if that's necessary, or meetings with
8 other Oakland staff. I'm committed --

9 BOARD MEMBER GIOIA: He went to the Richmond City
10 Council, so he's -- he means what he says.

11 (Laughter.)

12 BOARD MEMBER BALMES: Because I'm committed to AB
13 617, the success of this, because it -- as several people,
14 my colleagues, at UC Berkeley, glad you're here, Mr.
15 Magavern and others, this is potentially transformative
16 effort that has residents and application outside of
17 Oakland in other AB 617 communities in California, but
18 outside of California.

19 If we ever get a federal administration that's
20 interested in environmental justice again, AB 617
21 successful implementation is key to moving forward
22 elsewhere.

23 So I just want to say that I'm very proud of what
24 you've done and I want to continue to support you in any
25 way I can. I'm a busy guy, but I am -- I'm serious about

1 going to meetings, if you need me.

2 Thank you.

3 CHAIR NICHOLS: Yes, I'll call on Ms. Takvorian
4 and then Ms. Mitchell.

5 BOARD MEMBER TAKVORIAN: Okay. Thank you. Thank
6 you, all. A lot has been said. Congratulations.

7 BOARD MEMBER GIOIA: Speak closer.

8 BOARD MEMBER TAKVORIAN: Sorry. Is that better?

9 CHAIR NICHOLS: Yes.

10 BOARD MEMBER GIOIA: Yes.

11 BOARD MEMBER TAKVORIAN: I've generally not been
12 accused of being too quiet, but --

13 (Laughter.)

14 BOARD MEMBER TAKVORIAN: -- that's a good day.

15 I don't remember when you and I met first Ms.
16 Margaret, but I remember that we were all angry about
17 something. And Ms. Margaret was leading us to try to
18 figure out a solution. So you're continuing to do that.

19 I guess -- I know it's been said, but I'm not
20 surprised at all that you all are in the leadership here,
21 because you've been doing for decades. And so I just want
22 to be super clear for anyone who's not, that this didn't
23 happen in any year, or a year and a half, or two years.
24 You know, you all have been working on this for a very
25 long time. And so this really represents some of the best

1 work -- the best environmental justice work in the State
2 of California.

3 And I think we are looking at a model that many
4 of the rest of us in environmental justice communities can
5 emulate, and we can also try to support, that it should
6 really be going a whole lot further than it's going, even
7 in your own plan. And that's not a criticism. It's a
8 stark reality that our communities are suffering. They've
9 suffered for decades.

10 And while this plan is a great reflection of
11 collaboration, and partnership, and patience - I want to
12 give you kudos for patience - it doesn't get those kids
13 that we were talking about this morning that have been
14 born -- last week, I think you're great grand child -
15 cleaner air by the time they're out of elementary school,
16 right?

17 So it's -- I know that we have to work the
18 process, but we really, really, really need to do
19 something that's moving us forward faster than we're
20 moving at this point. And I think -- I think we all agree
21 with that. So the question is how do we do that?

22 Because CARB -- and you asked, Ms. Margaret,
23 about what CARB's role would be. Well, 617 is not just
24 about creating a plan, it's about creating emission
25 reduction. It's about getting the actual reductions in

1 our communities. So the rubber needs to meet the road
2 here. We have an obligation, I think, to make sure that
3 happens.

4 So that's -- you've done all this hard work. I
5 think CARB needs to ensure that we're with you all the way
6 in -- with the authority that we have, along with the Air
7 District to make it happen.

8 And so I have a question for staff, and that is,
9 you know, when do we hear back? How can we hear back soon
10 for some -- to -- for the implementation of some of these
11 elements of the plan that are so critical. Because while
12 I'm thrilled that there were a number of people standing
13 here that are saying they support the plan, it would be
14 great if the City of Oakland were here saying, and here's
15 the parcel that we're going to allocate for this truck
16 stop, and here's -- and we're not going to allow this kind
17 of housing to be built right next to the port, again like
18 we saw on the tour yesterday, and the list goes on.

19 So I would love to be at another meeting in a
20 year, where folks are standing up and making those
21 commitments -- specific commitments that will get us those
22 specific reductions, because I know that's what you're
23 asking for in the plan.

24 And we want to support that. And so I wonder if
25 that wouldn't be supportive to say in X period of time

1 we'll back here and hope that that's what the lineup looks
2 like at that point.

3 CHAIR NICHOLS: Okay. Ms. Mitchell.

4 MR. BEVERIDGE: I wanted to say where we are
5 looking for these other agencies, like the City and other
6 agencies that are called out, to, in some way, certify
7 this plan, whether it's through a resolution at city
8 council, or some administrative act. I don't know what it
9 looks like, but that's something that we think is one of
10 the ways to put some teeth to it.

11 We need -- we need more than happy thoughts and,
12 you know, nice things said about it. So that's
13 something -- that's one of our next advocacy challenges is
14 to get those agencies that aren't mandated legally to do
15 this work to say, yes, we're committed to it in some
16 formal way.

17 BOARD MEMBER TAKVORIAN: So is it helpful to you
18 if CARB joins you in that expression?

19 MR. BEVERIDGE: Yes.

20 (Laughter.)

21 BOARD MEMBER TAKVORIAN: So when can we do that?

22 OCAP DIVISION CHIEF MAGLIANO: So as Anna said,
23 there are requirements for annual progress reports that
24 have to be submitted. And that would be in the October
25 time frame.

1 But I think as we go through the Board hearing,
2 all of these Emission Reduction Programs, it may be useful
3 to identify things that you might specifically like to
4 hear back and be tracked. And we could come back sooner
5 for a report back to the Board, say in the summer, just to
6 make sure that we are seeing ongoing progress on these, in
7 addition to the annual progress reports.

8 BOARD MEMBER TAKVORIAN: Okay. So we could
9 invite all of those agencies that are -- have some
10 responsibility in the plan, and the other plans going
11 forward. Because the other thing to say is you all are
12 really leading the way and on the cutting edge, but we've
13 got another plan that will be presented next month, and
14 the month after that. So we're trying to set the
15 framework here for what this is going to look like.

16 And I think it would be great if those
17 organizations and agencies could come forward at that
18 time. We would invite them to come, because, you know,
19 there's legislators that might be interested in buffer
20 zone ordinances along the lines of the guidance that CARB
21 did, what, 15 years ago.

22 So, you know, there's other ways to get this to
23 happen - so you can't take the advocate out of me
24 completely here.

25 (Laughter.)

1 BOARD MEMBER TAKVORIAN: - that we -- that we
2 could explore. But we'd prefer not to do that, if the --
3 if the municipalities could go forward. So let's express
4 that invitation now and hope that they will be here with
5 us.

6 Thanks, Karin.

7 MS. MARGARET: One of the first steps that we
8 need as far as engaging the city, we need to have a
9 meeting with the Mayor, the city administrative head, the
10 head of planning, head of the Oakland Department of
11 Transportation, the City Council President, and the
12 president -- the city council member for West Oakland. We
13 need to have that meeting ASAP.

14 BOARD MEMBER MITCHELL: Thank you. I think
15 you've done wonderful work here to put the plan in place.
16 But the biggest challenge is in front of us, and that is
17 how do we implement this plan?

18 But -- and through your plan, we see that you've
19 outlined -- you've outlined the strategies and then you've
20 outlined who's responsible for those strategies. And all
21 those people that are responsible for the strategy need to
22 be at the table. They need to maybe sign this resolution
23 that you have mentioned Brian and we have to work through
24 them. There may be some more people that aren't in there.
25 But I think your terminal operators, your fleet operators

1 should be part of this whole project with the ports.

2 But I also want to say that as this plan started
3 coming forward, the name that stood out was this name Ms.
4 Margaret. And I thought, well, Ms. Margaret. What is Ms.
5 Margaret? This sounds like a legend. This sounds like --

6 (Laughter.)

7 BOARD MEMBER RIORDAN: -- an icon of some kind.
8 And why is it Margaret? Does she have a last name? It's
9 just Ms. Margaret. Everybody knows Ms. Margaret.

10 (Laughter.)

11 BOARD MEMBER RIORDAN: And I will say having met
12 Ms. Margaret, I can see why she's known that way. She is
13 a legend in the community and she certainly has been a
14 moving force over all these years. And I want to
15 congratulate you on what you have done here and to get
16 your community involved. And Karin, Mercedes, very
17 competent people who were part of this process. I'm so
18 glad to see that we have people like you stepping up.

19 And I do think what Diane has said, that whatever
20 we can do as either Air District Board members, or CARB
21 Board members to help you implement this is important. It
22 may be that a CARB person goes to the city council meeting
23 for the City of Oakland and helps push forward the -- a
24 resolution or a plan for them to commit to be involved in
25 implementing the plan or what other agencies. We have the

1 Port of Oakland here, so I think we're going to have them
2 on board as well, so -- but all of these different
3 agencies that we need to help us get this plan in place,
4 we need to have the commitment from them, and we'll help
5 you get that.

6 CHAIR NICHOLS: So, yeah, go ahead.

7 BOARD MEMBER GIOIA: So I have a specific ask
8 right now of CARB staff. One of the things the Board
9 directed staff to do - I know I advocated strongly for
10 this - is the development of a Freight Handbook that would
11 actually have -- be a toolkit on strategies and policies
12 for both city and county land-use agencies and local
13 communities. We're working on some of these strategies
14 already in North Richmond for any new warehouses.

15 So what's the timing of that? Because we -- the
16 CARB staff has been working hard on developing a document
17 which can be used by advocates and help city and county
18 planners as you look at the land-use policies. So what's
19 the timing of that, Richard? I know that that's -- that's
20 actually something concrete that we can do to help -- to
21 help local communities.

22 EXECUTIVE OFFICER COREY: It is, Supervisor. And
23 it came from direction of this Board. We have a draft.
24 We actually are having it reviewed by OPR, as well as some
25 other --

1 BOARD MEMBER GIOIA: By the Governor's Office of
2 Planning and Research.

3 EXECUTIVE OFFICER COREY: The Governor's Office,
4 and plan to get a draft out shortly after that. So in the
5 near term, the next few weeks, we plan to get that draft
6 out, the concept, the write-up that really lays out with a
7 focus initially on large warehouses, because really that
8 was the conversation of -- at the same time we were
9 focusing on correcting 617 communities and really reducing
10 emissions and exposure, what steps were being taken to
11 avoid creating new ones?

12 CHAIR NICHOLS: Actually, we could use some help
13 from the folks here to get that document out of the Office
14 of Planning and Research, because they are not happy --
15 well, I don't want to put it too strongly. But the idea
16 that CARB is out there developing guidelines in the
17 land-use area that relate to air quality wasn't
18 necessarily met with enthusiasm by our colleagues.

19 So I think the idea that the communities want
20 this document would be something that would be useful for
21 them to hear.

22 Go ahead.

23 VICE CHAIR BERG: So staying on the subject of
24 implementation, because as you have correctly said, the
25 devil is in the detail, and we have our partners here with

1 the District, one year goes by and all of this work --
2 you're going to have a lot more meetings, how are we going
3 to look at -- how are you going to look at the priorities
4 and the time frames? And Air District staff, and CARB,
5 how are we going to specifically measure success in
6 responding to priorities and time frames?

7 So first, community members, if you can help me
8 understand how are we going to establish the priorities
9 that you want to address first and kind of, you know, how
10 are you going to look at the time frames? And then I'm
11 going to call on both of our agencies as to how are we
12 going to report out those time frames, so that we're on
13 the same page with you, and that we're measuring the same
14 thing, so when we're back here a year later, we're not
15 talking past each other.

16 MS. MACDONALD: Let me start by answering this in
17 a more general way and then I think Brian is going to be
18 very specific and a lot more elegant.

19 For us, the -- when you're look at the
20 strategies, you're seeing that we have identified the
21 various agencies or jurisdictions that are responsible or
22 that have power to implement them. I think part of that
23 reasoning is that when we're looking at priorities, I
24 think we'll be looking at priorities within these
25 responsibility areas, because -- just because something is

1 more important and this specific agency is responsible for
2 it does not mean that everybody else, who may not be
3 responsible for something as important, should just be
4 sitting there and twiddling their thumbs. So I think
5 there's going to be, you know, multiple avenues of
6 approaching that. That's at least going to my suggestion.
7 So I think that is one thing.

8 Thank you to everybody who said that they are
9 going to help us with the city. I want to just say
10 something. It may not be popular here in the room,
11 because we're all holding hands and singing Kumbaya, it is
12 one thing to come to a meeting and go on a bus on a nice
13 bus tour, and it is a totally other thing to actually then
14 figure out how to implement something like this.

15 So whatever -- please, please do come to the city
16 council meetings. Please invite them to your meetings.
17 Please ask them for progress. Please ask for specifics.
18 Whatever you can do to help us, we really appreciate your
19 help. And that is probably not just to -- not just for
20 the City of Oakland but for some other agencies also, but
21 definitely for the City of Oakland.

22 So I'm going to pass it on to Brian.

23 Thank you.

24 MR. BEVERIDGE: I think one of the first things
25 we have to do is be -- as you're saying the word priority,

1 prioritization is going to be very important. The plan
2 looked at a multiplicity of other plans. One of the
3 things -- exercises we did with our steering committee was
4 to say here's a whole bunch of other plans. Here's what
5 they all say they're going to do. Let's not duplicate
6 work. Let's not re -- let's not renegotiate or, you know,
7 rediscuss things that are already in the pipeline
8 somewhere.

9 Let's -- we did -- we didn't use the word, but we
10 did a gap analysis essentially saying what's missing in
11 all these other plans? Let's focus on that in our plan.

12 So one of the first things to do will be to say
13 what's already in the pipeline? What's already being done
14 that moves this plan forward? It is -- as I'm sure you
15 know, one of the great challenges is just having the right
16 hand know what the left hand is doing. It's like, oh,
17 that agency was doing that. I wish we'd known before we
18 started this initiative over here.

19 So that will be one of our primary things. We
20 also want to set a fairly short timeline for action. I
21 think we're going to say what can we -- you know what
22 things can we really move in 18 months, not five years?
23 Well, we do have a five-year sort of threshold mark and
24 another five years.

25 So we're -- we're thinking in terms of this

1 rolling sort of 18-month timeline for action. So we'd be
2 looking for things that are, I won't call it, low-hanging
3 fruit as such, because that suggests that they're easy.
4 But we will be looking for things that -- that the people
5 around the table can say that's doable in six to 12
6 months.

7 We'll be looking for -- sort of lost my train,
8 but -- oh, we also have to determine, because as you've
9 probably read, some of our strategies aren't sort of like
10 this many pounds of reduction of something. So we're
11 going to have to discuss metrics to achieve some of these
12 strategies. And we have had some deep discussion about
13 metrics, and measurements, and achievements in the course
14 of our steering committee meetings, and some things, where
15 it says such and such agency will pass a policy. Well,
16 the first question will be did they pass it? You know,
17 the next question will be did they fund it? The third
18 question will be did it do any good?

19 And so we're going to have to figure out a set of
20 metrics for a different -- for some different kinds of
21 policies than what we have all -- typically been
22 addressing in -- where air quality is concerned.

23 I think as we move from emissions reduction at a
24 tailpipe or smokestack into some of these areas of
25 exposure reduction, we have to do some real thinking.

1 We're probably going to need some more expertise to come
2 to the table and help us to figure out what are we going
3 to measure to know year to year, decade to decade if we're
4 making any progress.

5 MS. MARGARET: And I would add that we have to
6 have continuous air monitoring to see if the -- if the --
7 if what we asked about regarding the emission reduction is
8 really coming together.

9 CHAIR NICHOLS: Did it happen?

10 MS. MARGARET: And the modeling. We need both of
11 these simultaneously as part of the process. Whatever
12 happens, that has to happen ongoing, because -- and also
13 the ability to get information from the county and the
14 county public health to see if the conditions of people
15 have changed, if they really are -- if they have changed.
16 There's not as many children having asthma attacks and not
17 as many children going to the emergency services for --
18 emergency hospital for services of -- as reduction. We
19 need to have a -- that type of comprehensive process
20 ongoing.

21 We've got to -- those two things have to happen.
22 Now, that's the only way we're going to find out if -- by
23 zip code or census tract that this really has -- really is
24 happening.

25 MR. BEVERIDGE: This might be an area that this

1 body, as well as others, could help with. We have, as
2 you've seen in the maps, this highly granular, highly
3 resolved data at a 60 meter street segment on black
4 carbon, for example. We don't have any data, anything
5 like that for public health. And it's very challenging,
6 because the privacy, and HIPAA, and all of those
7 challenges.

8 But we won't be able to begin to say that if we
9 reduce the concentrations in the middle of my block,
10 whether it had any benefit, unless we're able to link that
11 to public health outcomes. And so this is a challenge
12 that starts at the State on what kind of data is reported,
13 what's collected by hospitals and health programs, what is
14 actually reported, and what's available to researchers and
15 agencies so.

16 I think this is a very important piece, as we
17 look at this notion that everything is becoming more
18 personal. So air quality is now becoming a personal
19 issue. It's not demographic-wide, it's not regional, it's
20 in front of your house or in your living room.

21 And so we can't determine whether you're any
22 better off, unless we know something about what's
23 happening to you in relation to the air quality.

24 CHAIR NICHOLS: So I think that's something that
25 you could task us, or our staff, with doing, which is to

1 help gather what's available and to help figure out how to
2 get what we do need to answer those questions.

3 And it reminds me that one of the first things I
4 meant to say was to congratulate you on the naming of your
5 plan, because you didn't just use the statutory language
6 for what it is. You actually gave it a title, which is
7 called *Owning Our Air*, which I think is brilliant for all
8 the reasons we've been talking about here. So that --

9 VICE CHAIR BERG: Before we leave this topic
10 though --

11 CHAIR NICHOLS: All right. You're interrupting,
12 but go ahead.

13 VICE CHAIR BERG: I know.

14 CHAIR NICHOLS: I'm not leaving this topic.

15 VICE CHAIR BERG: Oh, good.

16 (Laughter.)

17 VICE CHAIR BERG: But I had asked the Air
18 District also to chime in --

19 CHAIR NICHOLS: Okay.

20 VICE CHAIR BERG: -- on the implementation,
21 because I think it's really important that we all leave
22 here with an understanding what everybody is committed to.
23 So I'd love to hear from the District.

24 MR. NUDD: Thank you for that question. My name
25 is Greg Nudd. I'm a Deputy Executive Officer for Policy

1 at the Air District. I apologize. I should have
2 introduced myself earlier.

3 To build on the prioritization criteria that were
4 mentioned before. Because we did that exposure assessment
5 modeling, we can prioritize emission reductions with
6 incentives, based on what gets the most bang for the buck.
7 And so I think we can take those incentive funds and focus
8 them on things like harbor craft, which are not that well
9 controlled, and happen to be at the end of their
10 lifecycle. So I think we can replace some tugboats, make
11 some short-term changes.

12 Other than that, I think really our
13 prioritization is going to be driven entirely by what the
14 community steering committee tells us. In terms of
15 tracking, we have, if you look at the plan, each of the --
16 each of the measures has a rough timeline, which was
17 discussed as when the plan was put together. And, you
18 know, our expectation in terms of reporting is that our
19 primary customer is the steering committee. And reporting
20 out to the steering committee, this is what we said we
21 going to do, this is what did or didn't do, and here is
22 what we're going to do next to keep up with where we're
23 behind.

24 And I don't know if Henry has anything to add to
25 that.

1 MR. HILKEN: I don't have a whole lot to add. I
2 think Greg, Brian, and Ms. Margaret really covered it.
3 This is a topic that your staff has really been pressing
4 us on also in our conversations. So many of the measures
5 do lend themselves to quantification, as has been said.
6 So rulemaking that you do or grants that we do --

7 BOARD MEMBER GIOIA: Or rulemaking the Air
8 District Does.

9 MR. HILKEN: And rulemaking that we do. We're
10 good at quantifying that and we can provide data on the
11 outcomes of those rules and incentives.

12 Some of the other measures, indoor air filtration
13 or enforcing idling limits, for instance, those are harder
14 to quantify emission reductions. But certainly we'll
15 track progress on actions taken. And as Ms. Margaret
16 mentioned, the measurements, the air quality monitoring is
17 going to be very important.

18 We have a contract with Aclima that's going to be
19 doing more measurements in all West Oakland streets. And
20 the frequency, it will be at a minimum annually. And as
21 Karin mentioned, if there's a desire for more frequent
22 interim reporting, we would certainly work with your staff
23 to do that as well.

24 MS. MARGARET: In closing, I want -- I'll say
25 this, *Owning Our Air* is one of -- a part of one of the

1 principles of environmental justice, of
2 self-determination. If we don't -- you --
3 self-determination is about owning something, is about the
4 leadership, is about including everybody. So *Owning Our*
5 *Air* came about based on the fact that is a principle of
6 environmental justice.

7 VICE CHAIR BERG: And that is what's so
8 impressive about this. So a couple of things, what's
9 really helpful is to know what isn't working, what is
10 disappointing you before a year from now. So if we're
11 missing the mark on something, to know sooner than later,
12 and how we can help on that, I think, would be key.

13 And we didn't talk about one of the number one
14 things, and that is the resources and additional funding.
15 So I'd like to offer that soon, whenever it's -- you know,
16 soon in your meetings, let's start looking at what
17 resources do you need? What budgets do you we need? If
18 we could quantify some things, at least we know what to
19 advocate for. And that would be helpful for me
20 personally. Thank you. And thanks very much to the
21 District.

22 CHAIR NICHOLS: This is not quite done yet, guys,
23 so...

24 MR. BEVERIDGE: We're working on it.

25 (Laughter.)

1 BOARD MEMBER GIOIA: We have lots to say here.
2 So, you know, I get that, you know, what -- the Air Board,
3 Air District all asked to help advocate to Oakland and
4 advocate for each other. But as someone who's been a
5 locally elected public official in Richmond for 30 years,
6 there's nothing more effective, right, and more powerful
7 than the community coming to that elected body and
8 advocating for itself.

9 And as one who's advocated and folks who advocate
10 to me, I think our role as agencies is to give the tools
11 to community to be the most effective advocates as well as
12 our self-helping. And that's why things like the freight
13 handbook are so important, that ultimately the more we
14 empower communities, then when we're all long gone, the
15 community itself - and you've already done this, right,
16 successfully - are more effective.

17 You -- hundreds of people, dozens of people from
18 West Oakland going to the Oakland City Council or to the
19 Port of Oakland Port Commission to advocate is even more
20 effective than us individually going. I'm not saying we
21 shouldn't and we will. But the community is the most
22 powerful. And I say that as someone who hears from the
23 community all the time in Contra Costa County and in
24 Richmond. And looking around at my colleagues on those
25 Boards, I know they're are all impacted more by hundreds

1 of community residents showing up and advocating for
2 themself.

3 And that's the principle of environmental
4 justice, right? And that's why I think our greatest
5 benefit is helping provide the information, the tools to
6 help communities advocate the most.

7 And finally, what I'll say, is I think what's
8 been interesting about this process is sometimes the
9 sources of pollution are not other -- always the ones who
10 we always see or first think about. I think that's what's
11 been so valuable in this process. And I think about that
12 in my own city in Richmond, that the sources of pollution
13 are very complex, and having this process help to find and
14 provided the data to see that it's things that we don't
15 always see and think about. It's not just the stationary
16 sources, right? It's mobile sources and even mobile
17 sources that we don't always appreciate. And that's also
18 what's been valuable about this.

19 MR. BEVERIDGE: I just want to say we're not
20 asking you to go to the city council alone. We're asking
21 you to stand behind us, while we get up and say what needs
22 to be done, because that's -- one of the most powerful
23 things we've learned in our partnering is that you walk in
24 the room with, what I call, broad shouldered friends, and
25 you get up and you say what you need to say. And, you

1 know, your friends just need to listen and be present.

2 And so that it's very powerful when communities
3 have -- when you have our back, when we're stepping up to
4 try and ask for something new.

5 CHAIR NICHOLS: Hear, hear.

6 You know, we're here because of a failure of the
7 Clean Air Act to deliver healthy air, but particularly a
8 failure that affected the communities that we now call the
9 617 communities, and that is a failure of environmental
10 justice. And having been involved with the Clean Air Act
11 from its very beginning in 1970, and the plans that were
12 put together by states and communities, there -- a
13 tremendous amount of progress was made, but it wasn't
14 distributed evenly or fairly.

15 And so we ended up with communities that, in
16 fact, did not get the benefits of what was supposed to
17 have been delivered. The process worked great for a lot
18 of areas. And a lot of the process that got there is very
19 similar in a way to what we're recreating here. It's just
20 that we're creating it with the constituents of people who
21 are the ones who are directly affected now by what didn't
22 work.

23 So I'm mindful of the fact that we can learn some
24 lessons from the battles that went on going back to 1970,
25 including the importance of the data, of course, and

1 publishing, and the results, and having the right kind of
2 monitors get to people, but also by the ability to have
3 accountability and sanctions, if there isn't -- if we
4 don't deliver what we have said needed to be delivered,
5 which didn't really follow through in all of our
6 communities.

7 So I think this issue about gaining political
8 power, as several people have commented, is something that
9 we can't lose sight of. We just -- we have to look at all
10 the tools that we have to use in that regard and make sure
11 that we're working together to develop the kind of power
12 that we need to overcome the basic inadequacies of the
13 system as it exists today to get us where we need to go.

14 I think we've all said, you know, how impressed
15 we are and how grateful we are to this group for having
16 gone first. And I think we can -- we can't say it too
17 many times, but it's just -- it's just the beginning.

18 So if anybody has any additional comments.

19 BOARD MEMBER GIOIA: I'll make a motion to
20 approve the plan.

21 BOARD MEMBER BALMES: Second.

22 CHAIR NICHOLS: Let's do it. We have a motion.
23 We have a second.

24 I believe it's a unanimous, but we'll -- I'll
25 ask. All those favor please say aye?

1 (Ayes.)

2 CHAIR NICHOLS: Any opposed?

3 Any abstentions?

4 Great, we approve the plan with enthusiasm.

5 Thank you.

6 (Applause.)

7 CHAIR NICHOLS: And I think that's it for the day

8 -- the meeting.

9 All right, the meeting is adjourned.

10 (Thereupon the Air Resources Board meeting

11 adjourned at 6:18 p.m.)

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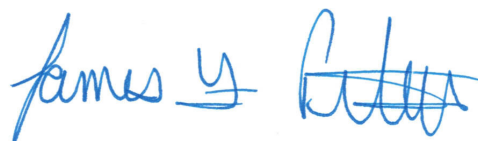
C E R T I F I C A T E O F R E P O R T E R

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing California Air Resources Board meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of December, 2019.



JAMES F. PETERS, CSR
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