

MEMORANDUM

February 25, 2019

TO: Bay Area Air Quality Management District

FR: MIG, Inc.

RE: Summary of February 19, 2020 Richmond-San Pablo Area Community Air Monitoring Plan Steering Committee Meeting #12

The Bay Area Air Quality Management District (Air District) is partnering with the Richmond-San Pablo Area to develop a Community Air Monitoring Plan (Monitoring Plan) through the state of California's [Community Air Protection Program](#), also known as Assembly Bill 617 (AB 617). Community engagement is critical to the development of the Monitoring Plan to ensure a community-driven plan that reflects the community's values, needs and preferences.

In April 2019, the Air District formed a Steering Committee to advise the development of the Monitoring Plan and act as liaisons between the community stakeholders they represent by disseminating information and transmitting input as appropriate. The Steering Committee will: identify the monitoring plan boundary; identify areas of concern for air pollution; potential contributing sources; and vulnerable populations; review existing studies on air quality to provide input towards Plan development; and disseminate information and consider input from the broader community. Initial monitoring efforts began in July 2019. Steering Committee members are listed in Table 1.

On February 19, 2020, the Steering Committee (or Committee) held its twelfth meeting at the Richmond Memorial Auditorium. Twenty-six (26) Steering Committee members out of 35 were in attendance. A breakdown of the number of representatives by sector is available in Table 2. The meeting agenda and presentation materials are available in Appendix A. Jamillah Jordan of MIG provided meeting facilitation and ensured that key agreements and discussion topics were documented.

Table 1: Steering Committee Membership

Steering Committee Member Name	Alternate	Organization	Attendance
Adam Oliver	Todd Osterberg	Chevron	Present
Amanda Booth		City of San Pablo	Present

Steering Committee Member Name	Alternate	Organization	Attendance
Annie M. King-Meredith		Resident	Present
Arnon Oren		Anaviv Catering	Present
Boris Lukanov	Lee Ann Hill	PSE Healthy Energy	Present
Bryana Gastelum		Resident	Present
Cesar Zepeda		Hill Top Neighborhood	Absent
Demnlus Johnson		City of Richmond	Absent
Don Lau	Larry Lewis	Resident	Present
Dr. Henry Clark		West County Toxics Coalition	Present
James Holland		Levin Terminal	Present
James Lee		Richmond Chamber of Commerce	Absent
Janet Johnson		Sunflower Alliance	Present
Jessica Range		Resident	Present
Jill Rodby		Sims Metal	Absent
Joe L. Fisher		Coronado Neighborhood	Present
Julia Walsh		No Coal in Richmond	Present
Kate Hoag	Kristen Law	BAAQMD	Present
Katrinka Ruk	Fred Glueck	Council of Industries	Present
Leydi Maldonado		Resident	Present
Linda Whitmore		Santa Fe Neighborhood	Absent
Maria Martinez Resendiz		Resident	Absent
Martine Blake	Marin Trujillo	WCCCUSD	Absent
Matt Holmes	Jen Fong	Groundwork Richmond	Present
Melvin Siegel		Resident	Present
Monique Davis	Anna Scodel	CARB	Present
Dr. Naama Raz-Yaseef		Richmond Heights Neighborhood	Present
Nain Villanueva de Lopez		First Five	Present

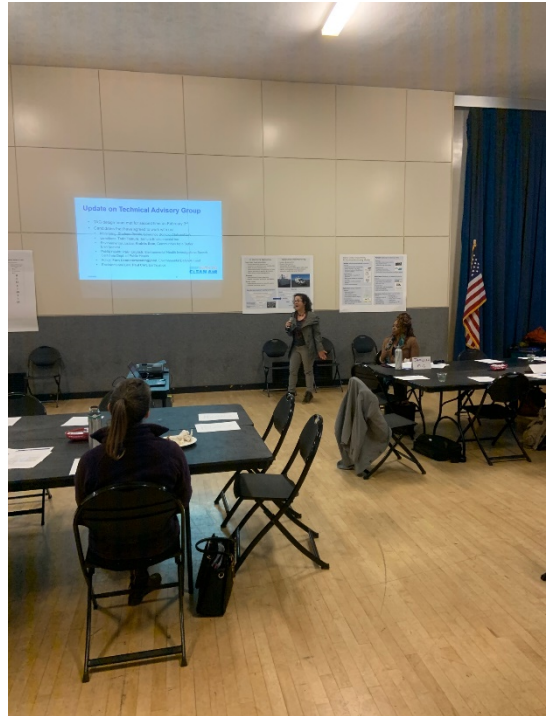
Steering Committee Member Name	Alternate	Organization	Attendance
Oscar Garcia		Iron Triangle Neighborhood	Absent
Paul Ehara		Idle No More / Rich City Rides	Absent
Randy Joseph		RYSE Youth Center	Present
Dr. Rohan Radhakrishna	Dan Peddycord	Contra Costa Health Services	Present
Roxanne Carrillo Garza	Pierre Thompson	Healthy Richmond	Present
Rudy Lara	Mirna Cervantes	Multicultural Institute	Present
Willie Robinson		NAACP: Richmond Branch	Present

Table 2: Steering Committee Membership by Sector

Sector	Representatives in Attendance	Total Representatives
Community-Based Organization/Nonprofit	10	12
Education	0	1
Government	4	5
Industry/Business	4	6
Resident/Neighborhood Group	8	11
Total	26	35

I. Welcome, Introductions and Roll Call

Nain Lopez of First Five and a member of the Co-Lead Team initiated the Steering Committee meeting with a roll call to establish whether the Steering Committee members in attendance constituted a quorum. A quorum allows the Committee to vote on key decisions. According to the Steering Committee Charter, a quorum requires that more than 50% of members are present and of those present, more than 50% of members in attendance must represent residents and/or organizations that represent residents; this does not include members who are residents but represent other sectors during Steering Committee meetings (e.g., industry, government or education).



As each Steering Committee member in attendance introduced themselves, Kristen Law of the Air District took attendance and kept track of how many members represented residents. Of the 26 Steering Committee members in attendance, 17 (65%) represented residents, which constituted a quorum.

II. Announcements and Updates

Following roll call, Randy Joseph, a Co-Lead team member, shared updates on behalf of the Co-Team and directed participants to explore Aclima's online, interactive data portal, which displays the results of mobile monitoring efforts conducted between August and October 2019. Dr. Naama Raz-Yaseef of the Co-Lead Team updated the Steering Committee on the Technical Advisory Group (TAG) design team's progress in developing an organizational framework and selecting potential members.

Next, Randy Joseph reviewed the Monitoring Plan process to date and explained the transition between the Monitoring Plan and Community Emissions Reduction Plan (CERP) process and the formation of the CERP Community Design Team. Greg Nudd of the Air District updated participants on the state government's proposal to cut AB 617 implementation funding by 50%, local legislators' response to this proposal and the Air District's role in supporting community leaders across the Bay Area in preparing a letter to the Governor and key decision makers in Sacramento to advocate for adequate and ongoing funding. Steering Committee members and meeting participants were encouraged to contact Kristen Law if they would like to sign on to the advocacy letter.



III. Options for Additional Monitoring Projects

Dan Alrick of the Air District recapped the additional monitoring projects introduced at the 12/11 Steering Committee meeting and summarized the input collected at the 1/22 meeting. Dan Alrick reviewed the reasons for selecting additional monitoring projects now, noting that the initial monitoring projects were not designed to inform on some of the high-priority concerns identified by the Steering Committee. Therefore, the Air District came up with these three options to collect other types of data to meet objectives that those projects would not inform. Also, data from current monitoring projects could be used to plan the additional monitoring project for PM. Finally, the initial project data on its own will be used to inform any immediate actions that the Air

District or other agencies can take, and also inform the plans for emissions and exposure reductions.

After this brief presentation, the Steering Committee asked questions and made comments about the three additional monitoring projects. These questions, comments, and answers are paraphrased below. Answers were mostly provided by the Air District, CARB, or members of the co-lead team.

- Diesel PM is prominent in the West Oakland CERP. Why is diesel PM not currently addressed in the Richmond – San Pablo Monitoring Plan?
 - West Oakland has conducted air monitoring projects for a long time and the community has robust datasets that supported the West Oakland Co-Lead Team in identifying diesel PM as one of their greatest priorities. The Richmond – San Pablo area does not have this data. . The PM measurements for Options 1 and 2 include black carbon, which is often used as an indicator for diesel combustion, and assessing how much PM is from diesel engines versus other PM sources is an important part of those projects to understand PM hotspots. For example, in the PM traffic hotspots option, if initial data suggest that more understanding of diesel PM is needed, the Steering Committee could choose to focus additional monitoring on diesel PM.
- How are we going to disaggregate pollutants and monitor for diesel PM in our monitoring projects?
 - There are a lot of methodologies that can differentiate pollutants. The Air District can collect measurements that provide information on PM characteristics, which can provide clues on the source(s) of the PM, such as diesel combustion. In these cases, combinations of different pollutants are used as fingerprints of different sources, and then data analysis techniques can be used to divide the total PM between the contributing sources. In addition to measurements, emissions and modeling data can also be used to assess diesel PM.
- Do we know how long any of these monitoring projects might take to complete?
 - The two-page resource documents prepared by the Air District on additional monitoring projects include rough estimates. The planning phase for any of these projects will likely take a few months. The project duration for each project is expected to be less than a year.
- Why is one option confined to traffic hotspots? Why not monitor stationary sources and traffic hotspots?
 - Last fall, the Steering Committee discussed the identified air pollution concerns and indicated that pollution from traffic was one of the highest

priorities. The Air District developed the traffic PM_{2.5} hotspot monitoring project option in response to that stated priority. However, while the primary focus of this project option is identifying traffic-related hotspots, it is possible that some of those identified hotspots are being caused more by non-traffic sources. If it is clear from the data that a facility is impacting an area, the issue can be incorporated into an ongoing Air District program (e.g. enforcement) or inform desired strategies for our Emission Reduction Plan, as appropriate. The Steering Committee prioritized air toxics sources and traffic. Those concerns may encompass different geographic areas, and the mobile monitoring van cannot monitor multiple locations simultaneously. The Air District is also developing portable monitors that can be deployed to a location for a certain period of time.

- What kind of instrumentation will the van have?
 - Instrumentation aboard the Air District's mobile monitoring van can measure for most gaseous air toxics, PM mass and size (including PM_{2.5} and PM₁), black carbon, and ozone, among other pollutants, as well as meteorological parameters like wind speed and direction, relative humidity, and temperature.
- I signed up and agreed to be on this committee to improve the physical health and well-being of our community. Does my body care what the PM_{2.5} is made up of and we reduce one type or another?
 - How the chemical composition or size of PM affects the impact it can have on your health is an ongoing area of research. Some potential sources of PM_{2.5} have higher concentrations of toxics in them and inhaling that can be harmful. However, there is sufficient research that indicates that any reductions of PM_{2.5} can have a health benefit, so it makes sense to find and address any issues we can, even while the health research continues.
- Can we begin implementing these projects simultaneously?
 - The District has limited resources both for conducting the actual monitoring, and also for doing the study planning and monitoring data analyses. Each of the additional monitoring projects start with a planning phase that identifies specifically what we're going to monitor, and the Air District only has resources to move one of those options forward right now. The Air District will probably be eventually able to do some things from different options at the same time, like start doing analyses of PM data while air toxics are being measured, but this will depend on District

resources, and the results of monitoring (whether follow-up studies are needed). Selecting specific monitoring areas will be up to the Steering Committee during the planning phase.

- What are currently the biggest gaps in air monitoring data?
 - Data gaps can be measured in different ways, by geographies, pollutants or time windows. Air toxics are a missing area of measurement and we don't have a lot of information on the characteristics of PM. This question could also be viewed as subjective because everyone has different lived experiences and priorities. In other words, something that is having a large impact on one part of the community, or people living nearby, may not be as large of a concern for those living or spending time on the other side of the study area. Another parameter to consider is what is within the Air District's purview and ability to address. In certain cases, the health impacts of PM may be more significant, but some pollutants are likely more easily addressed and may lead to quicker actions.
- I want to dig deeper into this idea about what is and what isn't in the Air District's purview. It seems that AB 617 provides an opportunity to work with the state in addressing these concerns.
 - The CARB Blueprint introduces statewide measures, many of which specifically address mobile sources. The CERP process is intended to bring many agencies, organizations, and other stakeholders together that may have jurisdiction over air quality-related issues.



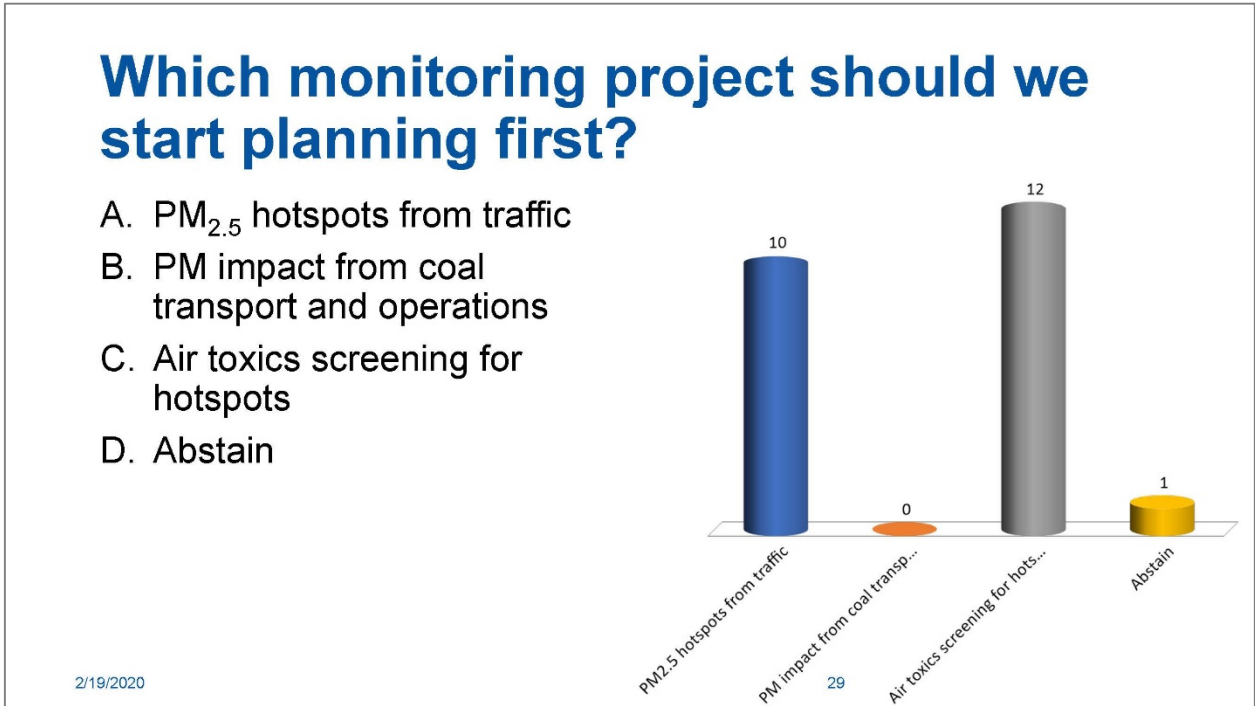
- We've been asked to put together a major air monitoring project and I barely have enough information to ask questions much less make this decision. I don't think we, as a group, are sufficiently knowledgeable to make this decision today. Would it be possible to wait until our TAG is up and running before we vote on selecting the first additional monitoring project?
 - Community Co-Lead: In my opinion, asking the TAG to provide input may not clarify this at all. We've been doing this work for over a year now and a lot of people do understand what's going on and the gravity of this decision. I don't think people want to wait another month before initiating the first additional monitoring project. We may not be experts on all of these topics, but we are experts on our own communities.
- How much time will the Steering Committee have to finetune these projects or change these projects after today's vote?
 - The Air District noted that this vote is not intended to decide the details of these projects, it is to choose which one to begin first. Part of our March and May Steering Committee meetings will be to develop the detailed plan for the selected option.
- A community member commented: We need to move forward and make decisions. We need to begin addressing the injustices in our communities. We need to start somewhere. We can't look at everything at one time. I thought that the information provided to us last week was very thorough, we just need to take the time to read it.
- Another co-lead team representative commented: I'm trying to hear both sides. One side is saying it's time to make a decision and move the process forward, but I also want to acknowledge that there are people who are not ready.
- A steering committee member commented: If we go back 10 or 11 meetings or so, we discussed how CARB has identified the Richmond – San Pablo community as being unlikely to achieve the level of air quality that the state government would like all California communities to achieve. We are taking steps to improve. Any of the three additional monitoring options would be a step forward. I don't want to wait any longer.

Prior to the Steering Committee vote, members of the public were invited to provide comments and input. Below is the only comment received at that time.

- The reality is that cost is a factor of decision making. How do the three additional monitoring projects rank in terms of cost estimates?
 - The issue of cost is complicated. The cost of the mobile monitoring van will be amortized across many community AB 617 projects for many coming

years. We also already have a lot of the necessary instrumentation for portable or stationary monitoring that we'll be able to leverage. The estimated costs and project durations are hard to predict because it all depends on what we find. Limited staff time for monitoring and data analyses and the fact that there is one Air District mobile platform are larger limitations to completing many projects, rather than the cost of monitoring equipment. Because of this complexity and uncertainty, cost has not been a significant discussion point or factor in the Steering Committee's decision making. The Steering Committee has focused more on the urgency of these projects.

When the Steering Committee and members of the public finished asking questions and making comments, the Committee members voted to select the additional monitoring project that would be planned and implemented first. Twelve (12) members selected Option 3: Air toxics screening for hotspots. Ten (10) members selected Option 1: PM_{2.5} hotspots from traffic. One (1) member abstained from voting and three members did not use a clicker to vote or abstain. Please see the graphic below for more details. In accordance with the Steering Committee charter, the Steering Committee and Air District will begin planning and implementing Option 3 in March.



IV. Public Comment

At the conclusion of the Steering Committee discussion, the floor was opened for public comment. Randy Joseph invited participants to attend a fashion show organized by RYSE youth to fundraise for Kambi Moto, a youth and children's group in Nairobi, Kenya. Monique Davis of CARB shared information regarding how to report idling diesel trucks.

V. Next Steps

The Co-Lead Team and Air District will plan the agenda topics, presentations and activities for the thirteenth Steering Committee meeting. The next Steering Committee will take place at the Richmond Memorial Auditorium Bermuda Room on March 25, 2020, with updates and data from the initial monitoring projects and next steps for the additional monitoring project on air toxics hotspots.