



## AGENDA

**West Oakland AB 617 Steering Committee Meeting**  
 Wednesday, December 7th, 2022, 6:00 pm to 8:00 pm PDT

Virtual Facilitator: Randolph Belle

*BAAQMD: Bay Area Air Quality Management*

*District WOEIP: West Oakland Environmental Indicators Project*

Link to PowerPoint Presentation:

<https://docs.google.com/presentation/d/1o8gRDQFaX8r4crxNaTQ2RQCHVxb94YjFq0WQGNp4Vv/edit?usp=sharing>

Time	Topic
6:00 pm	<b>Roll Call and Welcome from WOEIP</b> - Co Leads Leadership
6:10 pm	<b>Co-Leads Report Back</b> <ul style="list-style-type: none"> <li>● Introduction of new WOEIP staff- Jess Sand, Aaron Reavan, Angela Armendariz</li> <li>● Recap of CEHJ presentation</li> </ul>
6:35pm	<b>Implementation Project Update (75 mins; 6:35-7:50 PM)</b> <ul style="list-style-type: none"> <li>● Oakland General Plan Update (45 minutes) Beth Altshuler Munoz</li> <li>● Sustainable Ports Collaborative report (30 mins) WOEIP and EarthJustice</li> </ul>
7:50 pm	<b>Next Steps / Announcements / Adjourn</b>

# MEETING NOTES

West Oakland AB 617 Steering Committee Meeting  
 Wednesday, December 7th, 2022, 6:00 pm to 8:00 pm PDT

Time	Topic	Transcribed Meeting Minutes/Summary
6:00 pm	<b>Roll Call and Welcome from WOEIP - Co Leads Leadership</b>	Sign-In Sheet: <a href="https://docs.google.com/spreadsheets/d/1oq0x57MUcVmbgdSbWosGfZFuwnCmVQisYos5wLSB_DI/edit#gid=1500836204">https://docs.google.com/spreadsheets/d/1oq0x57MUcVmbgdSbWosGfZFuwnCmVQisYos5wLSB_DI/edit#gid=1500836204</a>  Welcome by Co-Leads leadership  <b>Nicole:</b> <ul style="list-style-type: none"> <li>● WOEIP presented to BAAQMD Board, highlighting several WOCAP accomplishments from 2022:               <ul style="list-style-type: none"> <li>○ Highlighted addition to steering committee of 3 residents and a faculty member from UC Berkeley. Nice to create parity in terms of residents and agency folks</li> <li>○ Highlighted streamlined process for implementation project process</li> <li>○ Highlighted the WOCAP tracker, with the help of Jess we were able to have it running and live on our website. The goal for 2023 is to share our tracker and our progress with other AB617 communities so they don't have to reinvent anything</li> </ul> </li> </ul>
6:10pm	<b>Co-Leads Report Back</b> <ul style="list-style-type: none"> <li>● Introduction of new WOEIP staff- Jess Sand, Aaron Reavan, Angela Armendariz</li> <li>● Recap of CEHJ presentation</li> </ul>	<b>Brian:</b> <ul style="list-style-type: none"> <li>● We are excited to be growing our organization.               <ul style="list-style-type: none"> <li>○ In the last couple months we added Angela – Assistant Director of Finance and Operations</li> <li>○ Aaron – has come on board in the past month or two, he is our teaching staff. He is working in our (NAME) program, which is an afterschool program for youth, we bring a STEM component to what is an arts and expression project. He was already working with us in a induction cooktop project, where he demonstrates induction cooking in schools. We also have a lender program that he manages, where we lend induction cooktops to families that want to check it out and see how it works.</li> <li>○ Jess came on board about 3 months ago, she had been working with us freelance and volunteering for 5 years or so. I convinced her to come on board with a variety of special projects. She is managing the project to update our 2022 Neighborhood Knowledge for Change Report. We are hoping to publish that in the first part of next</li> </ul> </li> </ul>

		<p>year. We are hoping we can demonstrate that there has been positive change.</p> <ul style="list-style-type: none"> <li>o We will probably have new hires in the coming year. We have big grants with things that have to do with strategies. We will report on those as they progress.</li> <li>• The air district board in general is very interested in this work and supportive of what we are doing in W. Oakland. Nicole did a pitch for them to keep funding us. They are supportive of the work we are doing, they are a great ally. I don't think there is any risk of them dropping us.</li> </ul> <p><b>Randolph:</b></p> <ul style="list-style-type: none"> <li>o Small group of us have been working on a number of documents; we are finally at a point where we can share it. We brought it to the steering committee and got input a couple of times.</li> <li>o Want to say thank you to – Fern, Ann Cheryl, (NAME) – who provided input along the way for the documents. They are ready for prime time.</li> <li>o They went out with the invitation, there is a link to the 4 documents in the chat right now. We started with a general WOCAP one-pager – “What is the WOCAP”</li> <li>o Then we did steering committee one-pager. Then we started working on a broader document, started as a CE plan – it is part orientation part community engagement tool – there is information in there</li> <li>o The other piece was a health equity one pager, there are 4 documents in there. Just as an overview, the community engagement is the longer document it was meant for a few different things: <ul style="list-style-type: none"> <li>o Concise internal way to share information and direct steering committee members around community engagement</li> </ul> </li> <li>o We would encourage you to share the documents to whoever you think could use the information or would be interested in participating. There will be another round of recruitment of steering committee members.</li> <li>o The WOEIP website is going to be the place where everything resides.</li> </ul>
6:35pm	<p><b>Implementation Project Update (75 mins; 6:35-7:50 PM)</b></p> <ul style="list-style-type: none"> <li>• Sustainable Ports Collaborative report (30 mins) WOEIP and EarthJustice</li> </ul>	<p style="text-align: center;"><b>SUSTAINABLE PORT COLLABORATIVE</b></p> <p><b>Brian:</b></p> <ul style="list-style-type: none"> <li>• This is a Year in Review of the W. Oakland Sustainable Port Collaboratives <ul style="list-style-type: none"> <li>o It was a strategy in WOCAP – the air district, port and city would create this committee to talk about how to move port towards zero emissions and electrification.</li> <li>o We decided to form it as a community led collaborative</li> </ul> </li> </ul>

and have it involve all the same people with our partners at EarthJustice

- o In the past year, there have been some high-points.
- o 5 formal collaborative meetings, and additional planning meetings. There has been good attendance from a good number of people representing different organizations (public health, technical groups, EPA, etc.)
- o An absence of community members, we set it up initially as a technical discussion group. In the coming year we may open this up for folks interested in greening the port. It might be interesting for members of the public

- **Two subgroups:** Port electrification subcommittee and Political Advocacy on green ports and zero emissions

- o Port electrification: how do we get the port electrified and how do we get the Port sustainable from growth and economics and those pieces.
- o Several workshops at those collaborative meetings. We had a zero emissions workshop looking at opportunities and (Drayage?) trucks.
- o We had a workshop on Vessel emissions and commercial harbor craft - like ferries and even fishing boats and things like that. A cargo handling, working for towards zero emission cargo handling.
- o And then electrification readiness, pushing the port, helping the poor, nudging the port to really develop a master electrification plan.

- **6 slides represent outcomes this year**

- o We've had a successful effort to get a direct relationship and direct influence or input with the board appoint commissioners and to hopefully influence the selection of commissioners.
  - And we're hoping that the new mayor will appoint someone that we recommend. Our recommendations were well received by the executive director of the port.
  - we wound up in a relationship with Commissioner called Bruno – he has set up an environmental ad hoc environmental subcommittee of the Board of Commissioners.
  - And he has asked our electrification subcommittee to meet with him monthly and talk about advancing a set of issues that he's very clear on, one being the electrification Master Plan.
  - This is a tremendous thing considering the relationship we've struggled with at the port over the years.

- o **Workshops:**

- We've been hosting multiple work shops about full port electrification.

- The port is, you know, right now has a federal grant out for 62 million, I think to to develop a micro grid, they have an interest in getting, you know, eventually severing their dependency on PG and E and having a fully, you know, zero emission, renewable electrical port.
- We feel that writing grants for various projects is hit or miss. We have been working closely with the port and Executive Director, to see if we can have influence on some of these proposals. There are hundreds of millions earmarked for Ports.

**o Sending letters to the Port**

- We we've been sending a variety of comment letters to the port comment letters are pretty standard way to get to them to push priority issues.
- A lot of it pushing for an environmental ordinance and this electrification master plan. Environmental ordinance would be an ordinance that defined environmental targets for the port's tenants and customers, and would require of the tenants to have their own plan to meet the state goals
- There's been quite a bit of resistance to such an ordinance that would have real teeth, mostly on the part of the Pacific maritime shipping Association, whose argument is that either the port doesn't have the authority or that authority is already covered by carb and the air district.
- Basic argument is if you don't have a plan that has specific targets in it, how can you determine whether you're going whether you're getting anywhere?

**o Fundraising:**

- We have been working to support fundraising for the port to accelerate their electrification. There are regulations that are moving industry. We are asking the Port to accelerate their move to zero emissions and we believe that planning is key to that.
- The Port is also interested in hydrogen and they are also casting about seeing if there is a right fit. We met directly with some of the terminal operators.

**● Expansion:**

- o So the real question is what is a sustainable port in Oakland? You know, it is a landlocked port, there's no more free land, they can't expand unless they want to buy my house are trying to move into the neighborhood.

And things are that's not the direction things are going. So we have engaged in resistance to the Army Corps of Engineers in the expansion of the turning basin, which is a place up there, there Jacqueline and square where you may have occasionally seen a big ship being turned around so that it points out to sea. The port, given its constraints on land, is already having trouble getting containers off ships,

- o And that's with ships that only carry eight or 10,000 containers. So if a goal of the turning basin is to bring in ships, okay, 15 or 20,000 containers. It seems unreasonable to us that that wouldn't have immense impacts on our community. More trucks, more trains, more pollution and potentially just absolute gridlock in the logistics industry.
- o we are petitioning essentially the Army Corps of Engineers and EPA to take a very close look at the needs assessment and the external impacts that such an expansion of the port would create.
- **Tracking:**
  - o We're continuing to track the port's progress towards zero-emission operations. And we're, you know, we're kind of keeping a scorecard of what they're achieving. What pieces of equipment are being changed out? Are those hybrids or zero emissions? What could they do next? And how does it all relate to their own planning and target documents like beyond 2020?

### QUESTIONS & ANSWERS

#### Question - Alicia Parker:

- The Port subcommittee is that the subcommittee of the Sustainable port collaborative or a committee of the Commission, the port commission?

#### Answer - Brian:

- The port ad hoc subcommittee is it's an ad hoc subcommittee of the port commission. [Cole Bruno] set it up Commissioner called Bruno. And then he has I think, three other commissioners who volunteered to be in that this essentially a discussion group where they could have more detailed conversations about five key things that Commissioner called Bruno wants to pursue. WOEIP has an opportunity every month to talk to Commissioner called Bruno. And then he will bring what we have to say to that subcommittee. Because it's not a standing committee. It's an ad hoc committee of the board. It's not a public committee, but he has made a commitment to us to meet regularly and bring our perspectives to that committee.

**Alicia Parker:**

- If there is a role for BAAQMD I would want to make sure we know about it. I think Michael Murphy is potentially the staff member. I thought I heard that maybe there was a meeting that BAAQMD could be invited to that maybe we are not already attending, just to stay on up with the pulse of this new development.

**Brian:**

- We can make sure that you are included and whoever you would like to be included

**Question-Beth:**

- This is exactly why I was wanting this to go before the General Plan discussion, but it makes me think that I would love it if we could get a general plan conversation on the agenda to have your port's group thinking about. Ms. Margaret says no, I don't know about this, maybe I'll let you to discuss that.

**Answer - Brian:**

- I think we need to figure out how the port fits in the city's general plan. It's relevant in the industrial land policies and how those play out and how the EJ policies that were there were an attempt to create buffer zones around industrial land. I think there. As you know, general planning is complicated. I think as long as we're clear on our intentions, I think we can have a conversation about how they fit together.

**Comment – Ms. Margaret:**

- The Port in the past has had different committees from different departments to make sure board member were engaging on issues and concerns of the Port of Oakland.
- What commissioner Bruno is doing is part of this.
- My other issue is when we come down to the Oakland General Plan, we do not have enough data, research, emission reduction on the Port of Oakland. We don't have the maps to quantify what are the measurements for emission reduction. Until we have that type of data we really are at a loss about emission reduction to the Port of Oakland. And also how it is supposed to be a supporting emission reduction within the Oakland General Plan.

**Question – Laura:**

- I would just have to reiterate the same comments that both Mrs. Margaret and Brian stated with regards to the port's participation or involvement with the General Plan update.
- what I wanted to say was we have been engaged with the city's process and where we have been asked to participate on the just industrial lands, piece of the update with regards to specific conversations around workforce development and jobs.
- how to preserve or how to how the city can preserve and enhance job development around the core areas.

		<ul style="list-style-type: none"> <li>Beyond that, we still haven't been engaged or actively are participating discussions beyond that in any of the other items around creating buffers for reducing impacts on proximity of these industrial lands, and residential areas.</li> <li>We have brought conversations around jobs and job development by bringing and recruiting in this industry, folks that own warehouses along the trade corridor in Oakland.</li> </ul> <p><b>Follow-up Question - Brian:</b></p> <ul style="list-style-type: none"> <li>Laura, do you think that you want to be involved in greater depth in like the EJ element? Probably not housing, but EJ element in particular.</li> </ul> <p><b>Answer - Laura:</b></p> <ul style="list-style-type: none"> <li>Yes. In fact, I think it was through talking with Alicia Don't Parker, around the General Plan update. It's always one of those things, that it's just better to broaden the net and who we ask at the port just because, you know, environmental might be focused on one thing, but we truly see the all the Nexus with regards to everything going on up and down West through East Oakland.</li> <li>Yes we would love to if you see our input needed please invite us.</li> </ul> <p><b>Brian:</b></p> <ul style="list-style-type: none"> <li>We will make sure your name is on a list.</li> </ul>
	<ul style="list-style-type: none"> <li>Henry Hilken</li> </ul>	<p style="text-align: center;"><b>ACKNOWLEDGING HENRY HILKEN</b></p> <p><b>Randolph:</b> But this is the part of the program where your friends and others at EIP just really acknowledge your service to the district. Acknowledge your 35 years of service</p> <p><b>Brian:</b></p> <ul style="list-style-type: none"> <li>not being that old I can't say that I've known him for his entire career. But I do want to say over the course, of this, very somewhat, sometimes very trying, and difficult and creative and innovative exercise we've gone through here for AB617. Henry has always provided stable leadership. And even when he loses, it loses his cool little. He's always quick to come back, or he has a good reason to lose his cool. I've caused him to lose his cool a couple of times. And it's always worked out. It's always been a good collaborative discussion. Absolutely. There are always going to be struggles. This work isn't easy, especially when we're breaking new ground. And so, I really appreciate the past. I don't know how many years but four or five years at least, that we've been working closely together on this kind of work.</li> </ul> <p><b>Henry:</b></p> <ul style="list-style-type: none"> <li>Brian, thank you so much. Thank you really so much. It's I can't tell you how much I've appreciated this process and working with</li> </ul>



you and Miss Margaret and the whole West Oakland EIP Team and the steering committee. It's really been a highlight of my career. And I think we started I mean, we've been working together for a while. But I think we started this process back in 2018.

- We had that meeting at city hall with the mayor and jack and a whole bunch of dignitaries. And here we are four years later. And I've learned so much from both of you guys. And you're right. It hasn't been easy all the time. But we've done great work. And I'm really, really proud of the work that we've done. And I just I I'm humbled and thankful that you both have let me work with you and let the district teamwork with you. We really have learned a lot. And this is just it's really important work. We I think I've learned a lot the whole air district team has learned a lot and so it's really been an honor for me and I'm not going to go away I'm still going to I see Richard gross still here. You know, once you retire, you can still stick around and participate in these meetings. So you haven't seen the last me.
- thank you very much for those kind words Brian and Miss Margaret, for your leadership to both of you are just great community leaders and it's been an honor to work with both of you. Thanks.

**Ms. Margaret:**

- Henry and I go back since the development of the community engagement process with Jack, and we have had lots of funny stories to talk about how West Oakland has influence the staffing.
- Moving forward on a lot of issues, especially environmental justice, health and community engagement, and processing, as a processes solutions. You going to be missed by me, because you always find a way to pull me from, from the extreme back to the reality, you will be missed.
- And thank you for all your service, putting up just putting up with me.

**Richard:**

- Thanks for pointing out that you're expected to steep keep coming to his meetings. I read. I retired from EPA a couple of years back after 40 years there. All of those years working opposite at the federal level, the Bay Area Air Quality Management District. And needless to say to anybody that goes back away, the relationship between air programs, whether it's the local one are the federal one. And communities did not use to work this well, frankly, air of all the media, at least at the federal level was the least agile when it came to working directly with communities. So that's sort of where our work with West Oakland started 20 years ago, and watching the Air District, come along there district to me has been a model of evolution of learning curve and continually evolving and developing and

working really hard to make this go better and better. And Henry, you've come through all of those changes. And I want to say it's really been, I'm really grateful. I know it's not easy in the positions, you've been in working within that agency, which is one of the most progressive in the country.

- But you've made all the changes, you've come through all the bends, and it's really been fun to watch and gratifying to watch. And I for one am grateful that you've stuck with the train all this far. It's really been fun working with you. And I hope to see you around the table. Further on. Thank you.

- Oakland General Plan Update (45 minutes) Beth Altshuler Munoz

### OAKLAND GENERAL PLAN

**Beth:**

- The city's General Plan process is moving along, and we want to make sure that we continue to engage in it, where appropriate.
- So, for today, I'm going to just share sort of how we've engaged so far, and what impact that's had specifically related to the EJ element.
- The city is working on some draft concepts for the EJ element. And they're looking for feedback on them. So, we're going to be going into breakout rooms after a few kind of larger group questions to kind of dive into some of their policy proposals and give our feedback and whatever feedback we collect tonight, I will compile and in a kind of nice, clean way and send handoff to the city.
- **Housing Element:**
  - The housing element, things are moving really fast, every jurisdiction in the Bay Area is sort of on the same timeline right now. But just a few days ago, the city published the public hearing draft housing element, there's like a short review period, and then they have to submit it to the state.
  - They're taking comments through the end of the month from the public. So, if people feel inspired, write comments. We had submitted a comment letter in July. And so, the new housing element has the city's response to our comments.
  - Because we're going to focus on EJ more than the housing element can kind of be a time work, time suck. I have links here that I can put in the chat. And people can look at the letter we submitted in July, the draft, and then the city specifically calls out like where they incorporated our comments or didn't and why
- **EJ element:**
  - The environmental justice element was originally going to be adopted at the same time. But now they're slowing that down because they want to make sure there's more time. So they're still collecting input and refining the map, drafting policies. And the draft is going to come out

in the spring and they're hoping to adopt it by July, before Council goes on. Leave for the summer. And they don't have specific dates yet.

**[Khalilha:]**

- That's correct there are no specific dates yet. Hopefully, by January there will be.

**Beth:**

- **Audio cut out**
- We submitted a letter about the environmental justice communities map and for the legislation that requires the each element you have to create a map that designates where your priority, EJ communities, and disadvantaged communities are located. And focus kind of prioritize the implementation of improvements in those places.
- There's this big process of vetting the lands first. They look at just data, but then they talk to people and people say, "Hey, your data doesn't really reflect what's on the ground fully. And here are some things you could do to change that."
- So, our letter made these main four points, in addition to a bunch of other details. There were a few census tracts in West Oakland that were not identified as EJ communities. So, we advocated that they should be. And then also had some recommendations of how to cut off - instead of just saying the highest 25-scoring census tracts should be EJ communities that it should maybe be the 25th percentile.
- There's an index that the city made, that has brought together dozens of different indicators into it. And so it sort of washes down the impact of any like one set of indicators. And so, because of that West, Oakland wasn't always popping up as impacted. But there were a few areas where West Oakland is in the 90th percentile for things like pollution burden.
- We made the case that like if any census tract is in the 90th percentile for some of these things, they should automatically be in the make-the-cut. And then the industrial lands were not in the index.
- this was the original map, the places that are cross-hatched in orange are the original EJ communities. And as you can see, there's all these parts of West Oakland are missing.
- the new map looks like this. And based on our comments on the comments of many other community members, now these parts are included. So these were the official summary of the city's changes. So they took our recommendation of using the 25th percentile instead of the top 25 census tracts, the anything being in a 90th percentile greater for any individual category. And then, we also made the case that if the state has already gone through this entire process, to designate AB 617 communities throughout the state, that those should automatically be considered EJ communities. That is now part of their criteria.

- once east, Oakland finalizes their boundaries for a b 617, those will also be included. And then they also this is like, the details of other people's comments that they included
- you can see they added the proximity to industrial zones, which wasn't there before, that we had called out and others called out a bunch of other really important adjustments.
- Port:
  - one of the challenges is that the port data, we don't have accurate port data, even though the pollution burden for the port is one of the biggest challenges in the city of Oakland. So, Miss Margaret has linked up Acclima and the city to try and figure out if their block-level data on air pollution could help. But because they're only driving on publicly accessible streets, it doesn't fully capture the port.

**Ms. Margaret:**

- The issue is that when they bring up the land use maps, they are maps that should be identifying pollution. The Port of Oakland shows up as there is nothing there. We know that there is a level of pollution coming from the Port.
- But there is some data – the 100 data map that we did 3-4 years ago. From the city, they do not have a map that shows where pollution is coming from, within the Port of Oakland and what are the mechanisms to address that, the regional air district air monitor does not capture that. There are no fence line monitors within the port of Oakland. Without having those tools, we really have not been able to capture the air pollution burden from the Port of Oakland.
- You cannot do a General Plan when you have this pollution burden that crosses over, not just in W. Oakland but all through the corridor.
- Right now, we are working towards how do we get that data, I have made a recommendation that we have a drown with a sensor on the camera to have that information. There is nothing else at this time, outside of (NAME) data to identify
- Even though they have been using modeling tools, they do not give a block-by-block condition by condition throughout the Port of Oakland

**Beth:**

- we did want to, before we go on to small groups, just pause here and see if people had any kind of reflections or thoughts on how the city should kind of address port impacts and operations or if people have any kind of ideas of how to get that data or better measure or describe pollution from the port Richard?

**Richard:**

- I guess it's a question for West Oakland EIP, but also for Laura at the port.

- I know we've had all sorts of (Sequa and NEPA?) studies of the port. And in frankly, a lot of us have had some dissatisfaction with those. The question is would it be useful to consider and Laura, I think you can answer whether would add any information to actually do a Health Impact Analysis and HIA to get at this question, which I think folks who are familiar with HIA, it goes beyond the sort of artificial categorizations that come under (Sequa and NEPA?).
- And I wonder if that might add some information we have right around here, human impact partners and Jonathan Heller's right here in town. I don't know what all folks experience has been with that. But the capacity here in the Bay Area is quite substantial. So just a suggestion to consider that. I don't know if that's fit for this group discussion, but they be ongoing in a smaller group.

**Laura:**

- that's great, Richard. Yeah, I mean, this this is definitely not new for the Port. And the global discussion of the overall impact, or emissions impact from goods movement, but
- I would like to say that we would definitely love to be part of moving the discussion forward and tracking that. So we certainly see ourselves as a partner in it. Really following on the heels of other community-based tracking that's been done, certainly in West Oakland. And if there's a model that can be expanded, I'm sure that's been a discussion to do on top of Jones right now. Have, we'd like to be part of that discussion, I certainly want to be able to be part of that discussion.
- It's more than just, as always, you'll hear the port say, it's more than just the trucks that are moving the steel containers, up and down the goods movement corridor.
- And being able to identify other relative and key agency partners to the discussion would be wonderful as well. there's so much required now.
- It's interesting, the times are catching up with the way funding is being dispersed with the environmental justice requirements. The federal government is being more prescriptive, and so there is (no more incentive to get involved?).

**David:**

- The Port announced its planning a revision of its emissions inventory, which it does every two years or something like that.
- In the past, UC Berkeley and BAAQMD have suggested changes in the way in which that inventory is done. So, before it gets too deep into the work, it'd be useful to have a meeting, talk about that inventory, because we think from when you look at the impact from the port, it's important to look not just at the emissions, which occur within the boundaries of the port.
- But from the trucking perspective, you know, the emissions that occur in the region. And that's a number that we just don't have

any inventory.

- That's my recommendation-that we could get to some meeting of the minds on the next inventories.

**Ms. Margaret:**

- I would just like to add a large thank you for all that similar conversation, and want to partner with the community to find this data that is connected to the general plan.
- We have heard no fence line monitor. There has been a lot of pushback from those above your pay grade that they do not want to have real-time air monitoring.

**Laura:**

- I am well aware of that. a lot of the federal funding under the inflation Reduction Act is not requiring and showing and demonstrating how clean air localized cleaner action plans are coordinating with this request for funding.
- there are examples on the ground with the poor partnering on the what is it that the green, the green greening initiative up along the frontage or Prescott greening initiative would be an example of of a more creative partnership with the has funding involved and stepping into these new funding pots that the port will be requesting. I do see that there's an area for the port to partner along these lines.
- I would welcome a conversation for us to follow up. The US EPA is now engaging input on how best to involve EJ, or how to integrate it in funding reports. I don't see EJ communities on these sessions, is something else I see going on? So maybe we could bring on an environmental protection agency partner, so that we can invite our folks like, well with CBE who is leading the A, B 617 efforts.
- Again, this is where the funding and its criteria are being developed. And more and more, we're seeing that the federal funding sources want to see how these projects and these requests are coordinated with local cleaner action plans.

**Ms. Margaret:**

- I appreciate you saying that but it's been a long process to get through the emissions inventory process, we have to uplift another methodology based in real-time and use some best practices for that real-time data for this general plan.
- Overall, at the end of the day for AB617.

**Beth:**

- I'm going to put this here as a reminder that when the city first came to present to us in May, they shared these kind of emission reduction targets that we have in the WOCAP.
- And, I think while you're giving feedback on the plan, we want to have the general plan state some sort of emission reduction targets, and ideas for how that can happen. that's something we

can discuss in small

- City put out a fact sheet, it highlights various disparities, we all are very familiar along the 980 higher concentrations of air pollution
- In the breakouts, we're going to go through some of these example policy ideas that the city has come up with, they share in there the different source of those ideas. So, you'll see listed in the columns, a number of them come from the woke app, and then in your group, you can say right, yes or no, whether you believe that item captures or addresses the issue that we want to make sure is addressed.
- And then add in more detail. These are these are still pretty vague policy concepts. And so, I think this is a good opportunity to add in more specifics that we want to see in there.
- In the breakout room activity, I have a little slide deck that you all can reference these things in, we've put in the strategies that previous WOCAP meetings had suggested would be a good general plan.
- Good to include in the general plan, so there's two slides of those you don't need, they're just there for your reference. If you just want to focus on the simple sheets from the city, that's fine. So, we're actually not going to have three groups. So Anna's not a facilitator. But you all be split up between myself, Alicia and Joshua.
- if your group does nothing else just hang out on these two slides, the green and yellow slides because these are the air quality draft policy ideas that we want to make sure we're giving input on. So, I don't want to take up any more time. Let's stay in the groups until 7:45. Then we can come back and share some highlights. Does that sound good? Right.

[Insert Link to breakout room notes:](#)

#### **LARGE GROUP RECONVENES**

##### **Alvirdia:**

- We talked about the commercial buildings and facilities that we see, there's going to have a lot of traffic coming in and out truck traffic and things and have them install monitors at the entrances and exits, that can collect the data and have those copies owner to those buildings generated report to the city according to the guidelines that are in place already. the dates of receiving that information can be determined as quarterly or monthly. one of the crucial things is to make sure that there is some monitoring, and to do it, it enters and exits.
- There was a much discussion about the weight of the vehicles and once electric electrification is implemented. It was an issue about whether there will be allowed to carry a heavier load or not, and the impact that it will have on our roadways within the city. getting those vehicles weight is a major factor

		<p>Ms. Margaret:</p> <ul style="list-style-type: none"> <li>● based on where the trucks are being art, that's where the Evie chargers should be, and also where they fuel up or where they go to eat – EV chargers should be available to the truck drivers.</li> </ul> <p><b>Group 3 Report Back – [NAME]:</b></p> <ul style="list-style-type: none"> <li>● we had on our group we had a lot of discussion around and kind of questions, kind of some clarifying questions around language which are left in the document. One idea that was proposed by Laura from the Port of Oakland was a specifically in the second strategy around had like four, there was one around studying the flow of congestion. there was a really great comment from her around the need to utilize that data to make better truck management plans. So that was one idea that was kind of a nice counterbalance to a lot of discussion around clarification and feedback around language.</li> <li>● there was, I think, from Brian and others, a comment, many of these ideas are great, but I need to see a little bit more detail around them.</li> <li>● There was a lot of discussion around feedback</li> </ul> <p><b>Group 2 Report Back – Alicia:</b></p> <ul style="list-style-type: none"> <li>● we had the benefit of forgetting the organism, the company, but someone who is working in the electric vehicle charging kind of sphere. So, we did take a little bit of time talking about the electric vehicle charging</li> <li>● And so really wanting to be clear about where that should be and how much is needed in Oakland versus elsewhere along freight corridors,</li> <li>● we talked about the transportation network and thinking about the future transportation network, really wanting to connect any improvements to some of the kind of freeway studies that are taking place where that will be taking place.</li> <li>● also talked about, you know, the strategies around buffering, and being really intentional about specifying schools specifying neighborhood senior centers, and just so that we're really connecting these strategies to the, you know, to the most vulnerable, and being specific and the general plan about you know about that.</li> </ul>
7:50 pm	<b>Next Steps / Announcements / Adjourn</b>	<p><b>Randolph:</b></p> <ul style="list-style-type: none"> <li>● Thanks all for the spirited discussions. Do we have any announcements?</li> </ul> <p>Ms. Margaret:</p> <ul style="list-style-type: none"> <li>● We did a toxic tour today with the (Close Collaborative?)</li> <li>● It went very well, we did our traditional tour of W. Oakland.</li> </ul>



		<p><b>Randolph:</b></p> <ul style="list-style-type: none"> <li>we're going to have to get the band back together and work on our institutionalizing the toxic tour. Miss Margaret, so we'll be in touch on that soon.</li> </ul> <p><b>Julia:</b></p> <ul style="list-style-type: none"> <li>CARB released another round of community air grant the request for applications. So, this is a grant program that funds community-based organizations and tribes doing any AB 617 related work. So, it can be community air monitoring, it can be capacity building education, there's a lot of different eligible project types. And the deadline for submitting applications is March 3, I believe, and I'll put a link in the chat but just wanted to let you all know about that grant program.</li> </ul> <p><b>Wanda:</b></p> <ul style="list-style-type: none"> <li>common vision has been asked to host a press conference, celebrating Arbor Day with the ceremonial tree planting. And we're hoping to be able to do that at the Soundwalk in partnership with Hi Fi labs, and that green barrier planting. All of the dignitaries are invited to come, including the commandant of CalFire, California Relief, and it's an opportunity for us to showcase what Westville Cummins doing in regard to trees.</li> <li>We might be asking some of you all to</li> <li>Tuesday March the 7<sup>th</sup>, in recognition of Arbor Day. The time is 10am</li> </ul> <p><b>Ms. Margaret:</b></p> <ul style="list-style-type: none"> <li>Wanda's birthday is December 24. And mine is December 31.</li> </ul> <p><b>Brian:</b></p> <ul style="list-style-type: none"> <li>One thing we might want to let folks know while they may already know that we don't have another official meeting till February. We will probably be reaching out in January with some surveys and information gathering so they should stay mindful of emails coming from the team over here.</li> </ul> <p><b>Randolph:</b></p> <ul style="list-style-type: none"> <li>One last temporary farewell to Henry</li> <li>Happy holidays have a safe, healthy and happy holiday season. And we will see you officially in February. All right. And with that today's Merry Christmas.</li> </ul>
<p><b>Zoom Comment Section</b></p>		