



September 4, 2025 Steering Committee Meeting Notes

1. Welcome and Co-leads Report
 - a. Facility Relocation updates
 - i. [CASS USA](#)
 - ii. [California Waste Solutions](#)
 - b. Town hall Guest speaker announcement **November 6th, 2024**
 - i. Veronica Eady - Resources Legacy Fund
 - ii. Davida Herzl - Aclima
 - iii. Paul Cort - Earth Justice
 1. Invitations for this event will be coming out in the next 2-3 weeks!
 2. SC members are encouraged to suggest topics
 - c. Meeting schedule for the rest of the year
 - i. Wednesday, September 4 @ 6:00-8:00pm
 1. Public Virtual Quarterly Meeting: Five Year Report
 - ii. Wednesday, October 2 @ 12:00-1:30pm
 1. Steering Committee Only: In-Person Work Session
 - iii. Wednesday, November 6 @ 5:00-7:00pm
 1. Public Town Hall / Community Celebration
 - d. Event Announcement
 - i. Community Peer Review Session: Shaping California's Air Quality & Health Equity Dashboard
 1. Thursday, September 26 @ 6 - 7:30pm
 2. Zoom Registration here: bit.ly/DashboardReview24
 3. Purpose of session:
 - a. To have community stakeholders review a (functional) mock-up of the dashboard, for input on whether the tool is user-friendly and the metrics are understood.
 - b. Community Peer Review Purpose:
 - i. Purpose: To have community stakeholders review a (functional) mock-up of the dashboard, for input on whether the tool is user-friendly and the metrics are understood.
 - c. More details: The (near-complete) dashboard would be publicly presented (as well as to CARB), and feedback would be solicited, collected, assessed, and acted upon. Ideally, this process would include users being able to directly interact online with a (working-with-real-data) draft of the dashboard – with the ability to submit written comments.

2. Follow Up from Previous Meeting
 - a. 5 Year WOCAP successes
 - b. Community Description - updated
 - c. CARB Enforcement
3. WOCAP Implementation Timeline and Highlights
 - a. Recap Fifth Year Report Process
 - i. April 3 - Initiate fifth-year report discussion by sharing the approach
 - ii. June 5 - Review Air District and Port strategy revisions
 - iii. July 25 - Review of partner-led strategy revisions
 - iv. August 27 - Share community description update (health and demographic data)
 - v. September 4 - Share timeline, investments, enforcement and emissions inventory update
 - b. WOCAP Implementation Timeline
 - i. 2019
 1. Community co-writes WOCAP and it is adopted by Air District and CARB
 - ii. 2020
 1. Subcommittees Formed:
 - a. Port & Freight
 - b. Land Use
 - c. Health & Living Buffers
 - d. Bike, Walk, Transit
 - iii. 2021
 1. Re-alignment to clarify roles and contributions of guests, partners, and agencies
 - iv. 2022
 1. The Health Equity Advisory Committee (HEAC) formed
 2. Speaker guidance orientation and education materials developed
 - v. 2023
 1. Annual CSC meeting calendar created
 2. Semi-annual enforcement and strategy tracking
 3. Project “deep dives”
 4. Town Hall
 - vi. 2024
 1. Transition to holding quarterly public CSC and monthly working sessions
 - c. WOCAP Implementation Highlights
 - i. 2020
 1. Air District installs high-efficiency air filtration systems in OUSD
 2. CARB adopts Advanced Clean Truck Regulation
 - ii. 2021
 1. Urban greening grants received from MTC & ACTC
 2. Air District updates Complaint Policy

- 3. Air District funds incentives to repower tugboats
 - iii. 2022
 - 1. Baywell Health distributes filtration systems to people with asthma
 - 2. Air District awards \$4.5 million to expand AC Transit hydrogen facility
 - 3. City of Oakland amends heavy-duty truck parking regulations
 - iv. 2023
 - 1. The City of Oakland adopts Environmental Justice General Plan Element
 - 2. Caltrans commissions a study of the benefits of roadside vegetation
 - v. 2024
 - 1. Air District publishes Metal Recycling White Paper
 - 2. Air District funds Port of Oakland truck fleet electric infrastructure projects (\$6.5 million)
 - 4. Emissions Reduction Grants
 - a. *A Summary of Air District Grant Investments to Fund Implementation of WOCAP Strategies Strategic Incentives Division & Technology Implementation Office*
 - b. Adriana Kolev (Presenter)
 - i. Project Types
 - 1. Replacing or Scrapping Polluting Engines/Equipment
 - 2. New Zero Emission Equipment and Infrastructure
 - ii. Grant Investment Summary
 - 1. \$51.5M Invested, 114 Projects Funded
 - 2. So far 84% of funds allocated to W. Oakland have been spent
 - 3. An estimated 1076 tons of emission reductions within project lifespan
 - a. To learn more about Air District grants, visit www.baaqmd.gov/grants or email us at grants@baaqmd.gov
 - 4. Discussion / Questions
 - a. Ms. Margaret Gordon raised concerns about the outreach process for emission reduction grants and asked for more transparency in communication from the Air District regarding how grants are awarded and publicized? Also, she requested a bio for the Presenter: Adriana Kolev
 - b. Bill Aboudi: I just have a clarifying question about the 30 hydrogen trucks. Are those the Hyundai trucks that are on that presentation? Or were there another 30 hydrogen trucks that they gave grants to?
 - i. Alona Davis: Yes those Were the trucks.
5. WOCAP 5-Year Report: C&E Content Review with Alicia Parker & Dennis Quach
 - a. Presentation Agenda
 - i. Recap of WOCAP Enforcement-related strategy implementation progress

- ii. Summary of CSC input into enforcement activities
 - iii. Summary of Enforcement Data
 - iv. Future reporting and strategic plan
- b. Recap: Implementation Progress— Snapshot of All Six Enforcement (Enf) Strategies

Enf-1	Increase frequency of compliance inspections at stationary sources: <ul style="list-style-type: none"> - Inspect all permitted facilities and sources within a 2-year period - Inspect any unpermitted facilities and sources identified by the Steering Committee - Annually track and document the number of inspections including type, date, and location 	Completed
Enf-2	Develop educational and outreach material on open burning to address concern of illegal backyard burning.	Completed
Enf-3	Provide annual reports on enforcement activities of stationary sources for the next 5 years	Completed
Enf-4	Update Air District Complaint Policy	Completed
Enf-5	Enhance enforcement referral process	Completed
Enf-6	Identify unpermitted sources: CARB and Air District staff consults with community for areas where there may be potentially unpermitted sources of emissions	Ongoing

See the Enforcement Breakdown on Slides 28-33 [HERE](#)

- c. CSC Input into Enforcement Activities
- i. Community to be the enforcement’s “eyes, nose and ears” and thus to report any perceived violations using as much detail as possible.
 - ii. Call from the community for agencies to:
 - a. Address after-hours enforcement (before 5 am, after 5 pm, and on weekends)
 - 2. Provide joint enforcement and coordination
 - 3. Go beyond data snapshots (of complaints, violations and inspections) during enforcement presentations and to help the community understand what the data means.
- d. Enforcement Data - Inspections & Violations
- i. Source Inspections from 2019-2024
 - 1. All permitted sites/facilities were inspected within the first two years
 - a. Inspections start slowing down after the third reporting period due to the cyclical nature of the inspection program
 - 2. Approximately, 189 permitted facilities and 370* sources in area codes 94607 and 94608 *Include backup generators

3. See Full Complaint Break down on Slides [36-37](#)
- e. Enforcement Data - Complaints
- i. Enforcement Data - Complaints
 1. The overall downward trend of complaints in West Oakland
 - a. Top 3 Complaint Categories:
 - i. Odor
 - ii. Dust
 - iii. Other
 2. Odor complaints have significantly decreased
 3. Slightly increased trend of Dust and “Other” complaints
 - a. [Slide 40 for full complaint](#) statistics
 - ii. Future Reporting & Strategic Plan
 1. Achieve Impact
 2. Achieve Environmental Justice
 3. Be Effective, Accountable, and Customer-Oriented
 - a. See more Goals on the slides [HERE](#)
 - iii. Questions?
 1. David Wooley: In past studies, smoking trucks were seen in the community- what complaint category would this fall into?
 - a. Dennis Quach (BAAQMD): You could submit a complaint to their district (Since it’s a mobile source). I believe there’s a category for smoking vehicles. And that is where you would submit that. And then, CARB
 2. David W: I am interested in the backup generator issue- Are people researching/ sharing resources about alternatives to backup energy with diesel?
 3. RB: Why are there so many more violations than inspections?
 - a. Paul Hibser: the Snister fire that was back in where we had a lot of violations issued. That’s probably why the numbers were high, even though there weren’t a lot of inspections
 4. Jimmy O’Dea Flagged that The EB MUD location had a notable use of diesel backup generators- which aren’t included in any current enforcement category
 5. Bill Aboudi: CARB law has to do with 30-minute idling limits- but people in my industry can wait for containers for up to 10 hours- I know there is pressure to go EV but I want to meet with your office as my workers are struggling with these violations
 6. Ms. Margaret: In my fieldwork in W. Oakland, I have seen a lot of construction projects disrupt air quality in the local schools, who has the list of these projects to instill some types of preventative measures?
 - a. Brian Beveridge: The City

- b. Action item: Help Ms. Margaret / Co-chairs collaborate to find ways to hold polluting construction projects with AB 617
 - iv. Contact Info
 - <https://www.baaqmd.gov/en/rules-and-compliance/compliance-assistance>
 - v. email us at compliance@baaqmd.gov
- 6. Emissions Inventory Update
 - a. 5-Year Project Highlights
 - i. Inventory updates show significant reductions in emissions from diesel sources
 - ii. Exposure analyses show good progress toward plan targets
 - iii. Work remains to be done, especially for PM2.5 (local and regional issue)
 - iv. Average residential exposures to diesel particulate matter decreased by 56% between 2017 and 2024*
 - 1. *Estimated based on modeling of local source emissions
 - b. Overview of the West Oakland technical assessment
 - i. When you think about air pollution, there's a whole chain of events that you have to consider. In this upcoming report, one should understand the tools used to measure emissions and impact
 - ii. Review [Slides 50-53 to learn more](#)
 - c. Summary of the inventory update approach
 - i. Why do emissions inventories change?
 - 1. Activity Levels Change
 - 2. Control Programs Enacted
 - 3. Emission Estimate Methods Change
 - ii. Review Methodological Changes ranging for Sources and Regulations from [Slides 57-58](#)
 - d. Results of emissions inventory updates
 - i. Review Emission Trends to see project impact on [Slides 59-62](#)
 - e. Revised exposure results and progress toward targets
 - i. Review Updated Exposure Results on [Slides 64-67](#)
 - f. 2029 Forecasts
 - i. CARB (EMFAC) projections for vehicle miles traveled (VMT)
 - ii. Annual port growth from Bay Conservation and Development Commission (BCDC) forecasts (+2.3% per year)
 - iii. High level of uncertainty for 5-year projections
 - iv. Rate of progress slows between 2024 and 2029
 - v. New 2029 projections are consistently lower than the original WOCAP forecasts
 - g. Next Steps
 - i. Incorporate findings into the emissions inventory section of the Five-Year Report
 - ii. Share updated emissions data with CARB
 - iii. Present 5-Year Report information to the October CEHJ Meeting

- iv. Ongoing preparation for November Town Hall
 - h. Questions
 - i. Ms Margaret: After this presentation, I noticed that there is no mention of construction pollution. It affects impact zones with public health issues. What Can be done?
 - 1. Stephen Reid: Bigger Construction projects must submit CEQA so it is not completely out of AB 617's purview
 - 2. MG: Yes, I hope there can be some staff time committed in the future.
 - ii. David Wooley: the street, the highway, and the port all include trucking emissions and light-duty emissions
 - 1. SR: Yes, so the port. All of the drainage trucks that access the port are included under the port. All other heavy-duty trucks and motor vehicles are included on streets and highways.
 - iii. Marjaneh Moini asked why the rate of diesel particulate matter reduction was projected to slow down between 2024 and 2029, and whether there were specific reasons for the slower improvements after 2024
 - 1. SR: Yeah, that's a really good question. And so there's a couple of different things going on there. One is that a lot of the statewide actions that impact diesel sources like the truck and bus rule that Carb has implemented.
 - iv. Brian: I want to take time to celebrate all of our wins!
7. Meeting Evaluation Survey and Close