



Service Development Department
1600 Franklin Street, Oakland CA 94612

Robert del Rosario

Director of Service Development & Planning

June 3, 2021

City of San Leandro
Planning Commission
San Leandro City Hall
835 E 14th St.
San Leandro, CA 94577

Re: Item 6C - Draft Climate Action Plan Adoption

Dear Planning Commission Members:

AC Transit recognizes the importance of initiatives to make our cities more vibrant and walkable and encourage the use of transportation alternatives in the face of climate change. AC Transit appreciates its partnership with the City of San Leandro on this front, including millions of dollars invested in pedestrian improvements and signal upgrades in support of the Line 1T - Tempo BRT - and the Line 97 Improvement Project along the Hesperian Corridor.

While AC Transit supports action by the City on climate change, AC Transit would like the City to take a less tentative approach on issues that affect the community both today and in the future. As the draft plan identifies, transportation makes up most of San Leandro's carbon footprint, underscoring the importance of strong policy action to encourage mode shift and actively reduce emissions in the coming years and decades.

With respect to transportation demand management (TDM), while we laud the inclusion of TDM measures included as part of Strategy AT-1, the small cost-neutral and largely advisory solutions recommended will likely bring about limited results. While regional dollars can help in this regard, even at the local level, the City can and should consider a more goal-oriented approach by setting specific vehicle miles traveled (VMT) reduction and/or commute mode shift targets in the plan and outlining more aggressive strategies for achieving those reductions.

Other area municipalities, including the cities of Alameda and Emeryville, have held steadfast to more active, coordinated TDM measures to spur residents and commuters to use alternative transportation modes, mitigate congestion, and reduce emissions. Alameda and Emeryville have formed transportation management associations (TMAs with required employer and Home Owner Association (HOA) participation as conditions of development. These municipalities are also actively working to encourage transit use through the AC Transit EasyPass program, which puts unlimited-use transit passes in individuals' hands at a significantly reduced rate. These cities are actively working to expand these programs to cover all city residents and employees to maximize emissions reductions. In this way, so too could San Leandro, making AC Transit service more easily accessible

and adding to the myriad options available to San Leandro residents, including the existing Links and FLEX shuttles.

On the issue of supporting infrastructure for public transit, the city can also do more to increase mode share. Rather than suggesting further exploration of transit priority signals and other means to improve transit service, as Strategy AT-5 suggests, the City should consider a commitment to improving transit speeds and reliability by actively pursuing transit priority measures, including priority signals, dedicated transit lanes, and premium amenities. With a firmer commitment from the City to improve supporting infrastructure for transit and a unified front to lobby for operating dollars at the regional, state, and federal levels to fund more frequent transit service, we can help bring about the kind of mode shift necessary to meet climate goals.

The City owns and operates the streets and holds the key to reducing emissions through transit priority measures that make transit on city streets faster, more reliable, and more accessible. In turn, faster, more reliable transit provides freedom for individuals to move around their community regardless of economics, ethnicity, or ability, and with a demonstrably lighter carbon footprint. With alterations, the Climate Action Plan could be a document that not only supports city-wide emissions reductions but does so while aggressively tackling these issues equitably and inclusively.

AC Transit appreciates continued collaboration with the City of San Leandro and looks forward to enhancing this partnership and working to further develop solutions to best address the shared climate, transportation, and equity challenges before us.

Thank you for your attention to this matter and please do not hesitate to contact me via email at rdelrosa@actransit.org.

Sincerely,

Robert del Rosario

Robert del Rosario
Director of Service Development & Planning



CTWI Policy Recommendations
City of San Leandro Climate Action Plan
Submitted on May 26, 2021

Construction Trades Workforce Initiative (CTWI) and the Alameda County Building Trades Council are committed to supporting the City of San Leandro in its goals of reducing greenhouse gas emissions while ensuring that people who live and work in San Leandro - especially those from historically disadvantaged populations - have access to high-road, family-sustaining careers in union construction associated with existing building electrification and decarbonization.

We thank you for the opportunity to submit the following proposals and recommendations:

I. Policy Recommendations

- A. Address decarbonization overall, not only building electrification, when planning strategies for a “Just Transition” in consultation with all crafts affected by building decarbonization, including but not limited to Sheet Metal, Electricians, Carpenters, Plumbers and Pipefitters.
- B. Create programs and identify funding sources to incentivize San Leandro homeowners to replace, upgrade and install systems that will achieve energy efficiency goals. In addition, we want to ensure new construction has the appropriate standards to meet both energy efficiency and high-road construction career goals.
- C. Require the use of pre-qualified construction contractors that will reliably perform high-quality work and provide high-road careers for workers (see Point II below: Pre-Qualified Contractor Proposal).
- D. Link disadvantaged San Leandro residents to training programs that prepare them to enter and succeed in union construction careers by working with local Multi-Craft Core Curriculum (MC3) workforce partners, school districts/community colleges and CBOs to develop and sustain a long-term pipeline of work in the residential building retrofit and new construction market that carries high-road labor standards.
- E. Develop robust public education campaigns and resources to promote new City programs and the benefits of energy efficient systems and appliances; provide information on systems and requirements; answer questions; and link homeowners and developers to a list of pre-qualified contractors (see Point II below).
- F. Include alternative options for homeowners if electrification of all home appliances and systems is not feasible due to limitations of the house structure itself. For example: If a heat pump cannot be installed, an energy assessment should be provided and homeowners should be encouraged and allowed to install a more efficient gas heater than what they previously had.

- G. Continue to collaborate with CTWI and the Building and Construction Trades Council of Alameda to shape policies and labor standards leading to family–sustaining union construction careers for underrepresented communities.

II. Pre-Qualified Contractors Proposal

Requiring the use of pre-qualified contractors on existing and future building electrification/decarbonization construction projects will benefit the City in the following ways:

- Cost savings on permitting and inspection process
- Ensures workers are properly trained and licensed/certified where licensing and certifications exist
- Ensures pathways to apprenticeship opportunities for San Leandro residents
- Long-term cost savings to homeowners ensuring that energy efficiency goals are met through proper installation and quality work
- Enables the City to reach its climate goals in a timely fashion

- A. Pre-Qualification Requirements: Prequalification requirements for contractors shall include documentation that the contractor meets clearly defined minimum standards relating to contractor responsibility, including:
1. Certification that the contractor is in compliance with all applicable licensing, bonding, and insurance requirements;
 2. Certification that the Contractor participates in, makes training fund contributions to, and sponsors apprenticeships from a state-approved apprenticeship program that partners with an MC3 pre-apprenticeship program;
 3. Certification that the contractor provides family health benefits and pension benefits to its workers;
 4. Certification that the contractor has not been convicted of, fined, or penalized for any violation of wage, labor, safety, or building standard requirements within the last five years;
 5. Certification that no surety firm has had to complete a contract or pay for completion of a contract on behalf of the contractor or subcontractor within the last five years;
 6. Certification that the contractor has not had any licenses revoked within the past five years;
 7. Certification that the contractor is not ineligible to bid, be awarded or subcontract on a public works project pursuant to either Labor Code section 1777.1 or Labor Code section 1777.7;
 8. Certification that the contractor has not been cited for any serious, willful or repeat OSHA violations within the last five years as defined under Title 8 of the California Code of Regulations.
 9. Certification that the contractor has a Better Business Bureau rating of “B” or higher.

- B. Create an official certification for contractors that pre-qualify for the list, i.e. a “City of San Leandro Energy Efficiency Contractor” rating to help cultivate a corps of contractors to serve the market.

III. Partnership with CTWI

Through an ongoing partnership between CTWI and the City of San Leandro, CTWI can provide assistance to implement the recommended policies listed below.

- A. Create and compile a list of contractors meeting pre-qualifications and ready to do the work
- B. Provide education for City Inspectors on the way that systems should be properly installed and maintained
- C. Create opportunities for San Leandro residents with small construction contracting businesses to learn how to become signatory to the unions in their trades and work effectively under workforce agreements
- D. Provide education for City of San Leandro departments, staff and job seekers on the union construction labor market and workforce development opportunities through MC3 pre-apprenticeship training
- E. Support with pursuit of funding streams for City decarbonization programs

BAAQMD review of San Leandro CAP

Abby Young <ayoung@baaqmd.gov>

Tue 6/15/2021 9:58 AM

To: Mok, Hoi-Fei <HFMok@sanleandro.org>

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Hello Fei –

Thank you for giving Air District staff the opportunity to review San Leandro’s draft Climate Action Plan update. The one over-arching comment we have on the CAP is that it appears to lack teeth. Most of the measures are framed as, “encourage efforts” and “explore feasibility,” rather than stating that actions will be taken. Many local CAPs in the Bay Area include definitive, mandatory measures and our suggestion is that the San Leandro CAP do the same by including commitments to specific actions.

For example, 40 local governments in the Bay Area have already adopted mandatory building codes that limit or outright ban natural gas in new construction. In Chapter 4, San Leandro’s CAP makes a good argument for why building electrification is essential to meeting GHG reduction targets, yet it’s measures for building electrification are to “encourage efforts” at retrofitting and “explore the feasibility” of pursuing a reach code for new construction. This is way behind where other jurisdictions are on this issue.

There are many very interesting and compelling sections in the draft CAP, and staff has clearly done a thorough, excellent job of compiling a breadth of measures in the GHG reduction strategy. If those measures could be given teeth by committing to specific actions, that would transform the CAP from being a voluntary, visionary document to an actionable blueprint for meeting the City’s GHG reduction target.

Thank you for considering this input.

Abby Young

Abby Young | Climate Protection Manager

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“Fight for the things that you care about, but do it in a way that will lead others to join you.”

- Ruth Bader Ginsburg

San Leandro Climate Action Plan Public Review Draft Comments

What feedback do you have regarding the guiding principles and framework for the Climate Action Plan?

- Trees. More funding for trees and their maintenance
- The guiding principles and framework sound very promising, but I feel uncertain as to how they will be applied in practice. I was hoping to see more information on how the CAP would measure success, ensure accountability, and be transparent for laypeople regarding this subject.
- I am blown away by the bold language and framework of this plan. THANK YOU SO MUCH for centering our plan around social justice and equity - this is long overdue and so refreshing to see in writing.
- This CAP plan is excellent regarding the principles and framework. The language is sensitive to the current thinking about Climate Action and what needs to be done around climate justice. By that, I include the imperative to reverse the effects of climate on communities of color, communities of need.
- This is straight out of the globalist handbook. The obvious corruption is disgusting. Just more ways to control us. I find it interesting that you can waste all of our tax \$ producing all this "research" & come up with this project filled with social justice propaganda & to further more govt intervention in our lives and yet can't even keep our city clean of garbage. Why don't you take a look at downtown, the area around Siempre Verde Park, the areas near on-ramps, shopping centers. Garbage strewn everywhere. Our roads are in terrible condition. Run down & non-occupied buildings on every street. But it's all about racism, don't look here, look there, right? And then there is a whole section of your project that talks about how the heat harms children, hurts their health, especially with breathing, and yet they are kept muzzled with a mask that is based on NO SCIENCE. The hypocrisy is incredible! All this won't matter, because things are going to be changing for the better in this country and all this hatred & division spewed by people like you and our government will no longer be around. I pray that that day comes soon!
- I like the thorough explanation of the CAP's role among the various City, County and State initiatives. I like the commitment to equity. (Is "the principle of equity...central to the citizens of San Leandro"- -? I hope it is, to enough of us.) I REALLY like the straightforward acknowledgement that this is about fundamentally changing our economy and culture.
- Excellent - expands on the previous plan with inclusion of principles of root causes and a just transition.
- I am exceedingly impressed with the scope and level of detail in this CAP update and found it scientifically correct as well as socially sensitive and relevant. The understanding displayed is profound, and I believe reflects what is needed for the CAP to really make a difference in how San Leandro changes as the climate changes and is imperative to achieving real community resilience. I am grateful for the changes to the EIR on the General Plan that are suggested to reflect this understanding and believe it is important that they be implemented.

What feedback do you have on the GHG inventory and forecast?

- I like our goals for GHG reductions, but am concerned that not enough of the solutions to reach those goals are achievable because they lack the force of law to do so.
- Excellent.
- I like them. I kind of wonder why BART is its own category in them. Maybe a quick explanation of the reason would be worthwhile to add. (Has anyone proposed saving energy by eliminating BART?)
- Clearly presented and looks very thorough. The graphics present the facts and stats in a powerful way.
- I gather that details of the US Community Protocol and the Local Government Operations Protocol (LGOP) v. 1.1 used to derive GHG inventory values are complex and not easily explained, but I would have appreciated some explanation in order to better understand the changes behind the reductions seen since 2005. The use and calculation of of Service Population was intriguing to me.

What feedback do you have on the climate vulnerability assessment and hazards?

- I am wondering why potential responses to these vulnerabilities and hazards are also listed as potentially becoming vulnerabilities and hazards themselves? For instance, extreme heat may increase AC system installations and use. Extreme drought may lead to water rationing or higher costs that disproportionately impact lower-income and other marginalized communities. Risks posed by wildfires, particularly air pollution, could lead to other public health problems if some groups are unable to go outside for exercise and entertainment, especially in shared community spaces.
- Excellent.
- I am inclined to believe them.
- This section builds a convincing case for the reality and severity of the real and present local dangers of climate change and the urgent need to address them. (Very scary stuff!)
- I thought this section was excellent and very complete. Living in the FEMA flood area, sea level rise has been on my mind for years. I may disagree with the levee mitigation plan for flooding, but thought the section was extremely well written and well explained.
 - I was confused by both early century ('23 to '42) and late century ('51 to '70) droughts leading to the same reduction in surface water [“precipitation could also drop to an average of 16.7 inches per year”] and wonder if that could be clarified.
 - Typo in first sentence of last paragraph on page numbered 41 (pg 210 in pdf): “areas in the eastern portion of San Leandro along the bayshore” ; eastern should be western
 - I think that a street level evacuation assessment needs to be done. Many neighborhoods in San Leandro only have one way in and out. Single access roadways are mentioned in the section on landslides (pg 41) and evacuation routes in the section on wildfires (pg 43) but this also applies to flooding (and earthquakes) – anytime people need to get out safely. I have never seen this discussed in City risk assessments and it is just as significant as language barriers discussed on page 39.

What feedback do you have regarding the strategies and actions for reducing GHG emissions?

- This section seemed aspirational rather than actual. I'm not clear on how we intend to implement these strategies or actions without the force of law to mandate them even when politically or economically inconvenient.
- The plan is magnificent and really comprehensive. The only thing it's missing is to address food-related emissions. The plan does address emissions from food waste, which is recognized on by the Drawdown Project as the #3 methodology for reducing carbon pollution. However, shifting toward plant-rich diets, the #4 solution in Project Drawdown, is omitted and overlooked.
 - The climate impacts of animal agriculture should not be overlooked. The Paris Agreement cannot be met without addressing the climate footprint of food,(1) and animal agriculture contributes 14.5% of global greenhouse gas emissions--more than all planes, cars, and ships combined.(2)(3)
 - There's a history and precedent of climate action plans addressing the carbon footprint of food and animal agriculture. Here are examples of cities that have incorporated food into their climate strategy.
 - Pittsburg, PA: Sets a target to reduce meat consumption 50% by 2030. (4)
 - Santa Monica, CA: promotes Meatless Mondays and the Cool Foods pledge, and sets a target to reduce meat and dairy purchases by 15% and encourages large institutions to participate. (5)
 - Portland, OR: Commits to increasing purchases of climate-friendly food at public meetings, events, and in government facilities. (6)
 - Cincinnati, OH: "if 10% of Cincinnatians ate meat one less day per week, CO2 emissions would be reduced by 75,000 tons per year." (7)
 - In addition, recent policies have been introduced to address this specific issue. For instance, the Green Food Purchasing Act in Washington, DC tasks the government with reducing carbon pollution of food 25% by 2030. (8) And our neighbors in Berkeley, CA passed a policy to replace 50% of the City's annual animal-based food procurement with plant-based food. (9)
 - San Leandro can focus on institutional food, such as procurement for schools, public hospitals, senior services, homeless services, and other institutions. It can be done and has been done. Oakland Unified School District shifted school menus toward low-carbon foods. After the menu switch, student meal satisfaction increased and the schools saved \$42,000. This goes to show that San Leandro has an opportunity to save money, meet climate goals, and benefit public health. (10)
 - 1) Kim, B., Neff, R., Santo, R., Vigorito, J. (2015). The importance of reducing animal product consumption and wasted food in mitigating catastrophic climate change. Johns Hopkins Center for a Livable Future Report prepared for United Nations Conference of the Parties 21 (COP21). Retrieved from https://www.jhsph.edu/research/centers-and-institutes/johns-hopkins-center-for-a-livable-future/_pdf/research/clf_reports/2015-12-07erole-of-diet-foodwaste-in-cc-targets.pdf
 - 2) UN Food and Agriculture Organization. 2013. Tackling Climate Change through Livestock.
 - 3) The transportation sector makes up 14% of global GHG emissions according to the Intergovernmental Panel on Climate Change's Fifth Assessment Report

- 4) Pittsburgh, PA Climate Action Plan
https://apps.pittsburghpa.gov/redtail/images/606_PCAP_3_0_Draft-_9-26-17.pdf
- 5) Santa Monica, CA Climate Action Plan
https://www.smgov.net/uploadedFiles/Departments/OSE/Home_Page_Item_with_Image/CAP_Final.pdf
- 6) Portland, OR Climate Action Plan <https://www.portlandoregon.gov/bps/66993>
- 7) Cincinnati, OH Climate Action Plan <http://www.cincinnati-oh.gov/oes/linkservid/6CE53223-9206-9F36-DB7FA3444F16A1A0/showMeta/0/>
- 8) Green Food Purchasing Act in Washington, DC. <https://foe.org/news/d-c-becomes-first-in-the-nation-to-set-ghg-reduction-target-for-food-purchases/>
- 9) Berkeley, CA. Support Vision 2025 for Sustainable for Sustainable Food Policies.
https://www.cityofberkeley.info/Clerk/City_Council/2021/03_Mar/City_Council__03-09-2021_-_Regular_Meeting_Agenda.aspx
- 10) Friends of the Earth. 2017. Shrinking the Carbon and Water Footprint of School Food: A Recipe for Combating Climate Change. [https://foe.org/wp-content/uploads/2017/webiva fs 2/FOE FoodPrintExecSumm 7.pdf](https://foe.org/wp-content/uploads/2017/webiva_fs_2/FOE_FoodPrintExecSumm_7.pdf)
- I would like to see greater emphasis placed on the importance of trees and increasing the tree canopy. Trees are infrastructure and the City should take the lead to plant more instead of relying on private citizens to assume the cost/logistical burden.
- My question is: how will you accomplish these sophisticated and necessary goals? How can the local community support these goals? How can you use the communities around the Bay Area to support our goals?
- Some of this stuff is quite creative!
 - I find myself questioning how City personnel are going to accomplish even half of it.
 - One item I like is "Improve bicycle safety by incorporating bicycle detection at signalized intersections." This would greatly improve my standard of living.
 - Is TE-5 EV Financing really only a supportive policy? I would think it could significantly reduce GHG emissions.
 - Is TE-6 feasible? How can one city force a TNC to pay for EV's?
- This is all great!
- We need to have a better idea of what is generating GHG emissions in the transportation sector. I understand that existing data does not allow separating GHG in the transportation sector into resident produced and that produced by non-resident activities (freeway and commercial). Maybe an approximation could be derived at if data was collected / parsed by neighborhood. Doing that would certainly give a richer, more nuanced image of San Leandro's transportation emissions. Of course, that would require more data reading stations than currently exist in San Leandro.
 - Another smoke-filled year like last could actually enhance a community outreach campaign and stimulate more air quality assessment stations in backyards. I know many old timers who insist that particulate matter is now higher than they ever saw in the past because of what collects on their window sills and cars; there is grassroots interest in measuring particulate matter from previously unexpected constituencies. There are more PurpleAir sensors in San Leandro now than there were in 2020 but for only \$179

they are far fewer and more poorly distributed in San Leandro than in Oakland or Hayward.

- There are many strategies and they cover myriad sectors. This is good! However, many of the actions appear to be voluntary or with caveats that render them non-committal. I'd recommend including stronger language that makes the measures mandatory or non-voluntary. For example, for BE-2, the two actions include language of "investigate the potential for..." and "explore the feasibility of incentivizing all-electric buildings...", both of which don't ensure that BE-2 will actually be achieved.

What feedback do you have for the strategies and actions to address climate adaptation?

- New businesses that open the permit in San Leandro should sponsor 2 trees for every linear foot their business has (or some formula) and for in home businesses,
- Similarly, as above, how will the city ensure these outcomes? Nearly everything is optional rather than mandatory. I am concerned that this will lead to a continued deprioritization of climate change issues when expedient.
- Forgive me if I overlooked this in the plan, but building environmental stewardship and resilience skills in our youth (i.e. a youth climate corps) could also be a way to address climate adaptation. A formal link between schools and local universities/colleges and the work of the Climate Plan could help train future citizens and ensure community buy-in.
- Same response as # 4.
- Some of this stuff is quite creative! I find myself questioning how City personnel are going to accomplish even half of it.
- All great! p. 88 Adaptation Strategy 2 - Was hoping to see a strong tree-planting program, given trees' power to sequester atmospheric carbon.
- Excellent work!!! As a renter I am so grateful that RF-4 is included. We need solar on the roofs of City Hall and Police Depts, the libraries, Senior Center, Marina Community Center and schools AND storage capacity. Hooray for ME-3!

What feedback do you have for the implementation plan?

- Again, I don't see any mechanisms to require the implementation of this plan's proposed solutions. They seem like glorified guidelines - unless I am grossly misreading something?
- Same response as #s 4 & 5. To avoid greater costs later when we're in an emergency (around fire, around health of the community because of pollution, around rising sea levels), wouldn't it make sense to spend money now, e.g., on more personnel to work with Hoi Fei?
- I liked "Identify key staff from each department responsible for supporting the Sustainability Manager with information and updates for annual reporting and monitoring." I liked all of it! The Work Plan is a great way to prioritize by GHG reduction potential.
- Appreciate the focus on addressing real problems that many community members are likely to face.
- I have noted how the CEQA review done for the EIR on the Shoreline project (and others) in San Leandro merely rubberstamp ones done previously. I know that these reviews are outsourced and paid for, and the people hired to do them make money on projects going forward – they are paid by the developers – so the analyses they produce are frequently biased in favor of the project and whitewash impacts. This is NOT in the best interest of the environment or the future

or the citizenry or the City. Out of pocket cost to the City is \$0. Long term costs could be prodigious.

What other feedback do you have for the Climate Action Plan?

- This report is incredibly dense and an executive summary would be helpful. Moreover, a version in lay language for the average resident to review would be even more helpful. I understand the need to provide all of the information, which necessitates a lot of reading, but I think summaries are also helpful for those who accept the basic premises and simply need to know what we are going to do.
- Don't miss the opportunity to address the second biggest source of GHG emissions after the fossil fuel sector; the food/animal ag sector.
- Truly amazing work. I have never been prouder to call San Leandro my home after reading this proactive, comprehensive, restorative and inspiring plan.
- I am very concerned about the amount of particulate matter in our "clean" Bay Area air. Our cars at 817 Dolores Avenue are covered with particulate dust (and it's not just pollen) that we breathe into our lungs. Every day there is another layer. I'd like to see this addressed more specifically. I think it will involve education and data. San Leandro is bordered on the west, east and south by freeways, and tires are one of the worst producers of particulate dust. Also, I would like to see trees planted in front of all houses in San Leandro. This will take an education program, to convince people that the air would be cleaner, their streets would be more beautiful, their home temperatures would be moderated by trees in front. Most people have already replaced their clay pipes, so tree roots couldn't do more damage. I understand that Patty has a grant to provide trees. Let's get them to our neighbors! Thank you for the opportunity to participate in this survey.
- I noticed a few minor errors:
 - p95 - Page 77 - "...public drinking foundations" should be "...public drinking fountains"
 - p 155 - Page B-1 - "where once climate change hazard leads to another" should be "where one climate change hazard leads to another"
 - p 156 - Page B-2 - Direct Impacts vs. Indirect Impacts box incomplete
 - Overall, I think this CAP will go down in the history of Urban Planning as a Darn Fine Document.
- This plan will surely make San Leandro a regional if not national leader in the urban fight against climate change. I appreciate the clear, accessible language of the plan, its comprehensive vision, and the meticulous treatment of every issue from hazard assessment and strategies, all the way through to implementation.
 - First Wednesdays San Leandro discussed the plan at our last meeting; members are excited and inspired, and willing to volunteer to help in any way we can.
 - Here are some questions and also typos I found:
 - p. ES-1, paragraph 4: Central tenants of a just... >> tenets
 - p. 1: This document outlines both the City's successes to date >> both outlines
 - p. 8: Statement of Land Acknowledgment - We uplift Indigenous cultural practices and traditions as critical solutions to the climate crisis. (How do we know what the practices and traditions are? Where are they applied in this plan and identified as such?)
 - p. 10 "Sundown town" - not familiar with this term

- p. 35 seems to start in the middle of a sentence
- p. 54 reach code – definition?
- p. 84 While reducing local GHG emissions is an indispensable components of the City’s climate action plan...[remove s from components]
- p. 86 what is BayCAN? (not in abbrev. list)
- p. 92, Strategy 4 - San Leandro Creek Alliance – what is this?
- Graphics were exceedingly well done and informative, not just eye candy. Thank you.
 - I LEARNED A LOT about things I thought I already understood by reading the CAP and have encouraged many others to do so as well. This is an intellectually comprehensive yet readable document that should be used as a teaching tool. I think that in the past that has been rarely said of documents written by the City for the State, and this is a trend that should be encouraged.
 - On page 38, I noted a typo in the first sentence of the 2nd paragraph: “children spend more time than adults outdoor” outdoor should be outdoors
- I really liked the ideas in the San Leandro Climate Action Plan, I hope that ideas regarding food waste were also highlighted in this plan. (there were many ideas) I also hope that there would be some performance indicators that shows progress in the different ideas and strategies laid out in the plan. The CAP has many ideas and different strategies San Leandro will take, but how do we ensure that these ideas will be implemented in our city before the next CAP.
 - Additionally, I am not sure if I missed it, but how will we ensure that the implementation would be equitable. I hope marginalized communities would have priority in projects. I don't recall seeing this in the plan, and I would love to see it.