



Board of Supervisors

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July 14, 2008

MEMORANDUM TO: Ann Whittington
Port Environmental Supervisor
Port of Oakland

FROM: Nate Miley

RE: Draft Maritime Air Quality Improvement Plan
(MAQIP) Comments

As an active advocate for strong, healthy communities and quality of life matters in Alameda County, I commend the Port of Oakland for taking significant and forward steps to address community ills while remaining a vital member of our economic base.

To that end, I submit to you these comments on the Maritime Air Quality Improvement Plan (MAQIP) *Draft* based on my work as Board member on the Bay Area Air Quality Management District and thru my staff's participation on the MAQIP Task Force.

While the entire document was a good first start, I would like to focus my comments on the following Sections:

Section 6: Air Quality Improvement Goals

The draft should not have broad goals and be unsure of what it can accomplish. Per the document, it is written in this section that "goals are ambitious, but achievable." For the stakeholders and the community, is not an effective approach to finding solutions. It is going backward. The Port should have defined goals that have projected and stated outcomes. Given that there will be uncertainties and wavering challenges, the Port should obligate itself to craft concrete goals, be responsible for oversight, identify a path that allows for the adoption of new criteria within a projected timeframe but highlight their designated timeframe all uncertainty is eliminated.

To accomplish this, the Port should create an Air Pollution Reduction Policy Subcommittee out of the MAQIP. The goal and objective are to monitor and track measures and goals for air quality and risk reduction strategies as outlined in the final Air Plan. Make recommendations to the MAQIP related to criteria, projections, policy implementation and/or changes/triggers that can negatively affect the Air Plan. In addition, they should oversee all timelines, report discrepancies and compliance issues, research and recommend new technologies and help set strategic next steps.

Section 7: Emissions Reduction Strategies

The Port should step away from a “hodgepodge” way of trying to reduce emissions and employ the guidance of the Interagency Task Force to help develop a strong infrastructure for capturing the necessary funding needed to support the implementation of reduction strategies. Local, state and federal elected official’s staff should be more engaged so that policies, mandates and legislation are solid.

The environmental community should be afforded the opportunity to continue to provide oversight and monitoring in partnership with the Division of Environmental Programs on a level that is separate but equal to the Interagency Task Force.

Section 8: Air Quality Improvement Initiatives

The Continuum is an excellent approach as is the Screening Process Flow Chart. The last sentence on page 8-2 of section 8 says, “The air quality initiatives selected and prioritized through this process were intended to achieve emission reductions above and beyond those required by law.

While the list of Primary and Secondary Air Quality Initiatives is thorough and informative in its descriptions, the revised draft should define the port’s role and reveal the criteria and monitoring it will use to go “above and beyond.” Further, the port should define for the reader what its level of accountability will be as well as what the penalty will be for those who do not comply and state the incentive for those who do.

The Programs and Projects by Source Category are also informative and useful but needs to have outcomes stated as well.

Section 9.1: Implementation

The Port should define what its existing authority is and what enforcement mechanisms will be used to insist conformity as well as identify what penalties or incentives will be

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used. Further, outline stronger strategies, roles and responsibilities, how the Port will handle implementation, accountability and oversight levels and timelines.

In closing, I concur with many of the Task Force member's comments that continue to address the Port's levels of accountability and how imperative it is to use the resources and people currently seated at the table. To me, this collaborative process continues to be a wonderful tool for moving forward in a comprehensive way and keeping the Port in the top tier of international business portals for commerce and trade.

Please feel free to contact me or my staff, Robyn Hodges at 510-272-3691 with any questions or concerns you may have at your convenience.