

>>> "Lautze, Steve" <SLautze@oaklandnet.com> 7/15/2008 4:06 PM >>>

To all: with apologies to Richard S., Richard G., Anne W., and Miguel for the duplicate msg., I thought I'd copy the rest of the interagency group with my comments on the Draft MAQIP (below). See you tomorrow.

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From: Lautze, Steve
Sent: Monday, July 14, 2008 5:36 PM
To: 'Richard Sinkoff'; 'Anne Whittington (awhittin@portoakland.com)'
Cc: Bustos, Miguel; 'Brian Beveridge (bbeveridge@paradigmthree.com)'; 'Swati Prakash'; 'Margaret Gordon'; 'Richard Grow (grow.richard@epa.gov)'; 'Diane Bailey'; 'bill@abtruck.com'; 'jfine@edf.org'
Subject: MAQIP comments

Happy Bastille Day Richard and Anne:

As the alternate for the City of Oakland on the MAQIP and current City representative to both the Comprehensive Truck Management Plan (CTMP) Technical Advisory Committee and the West Oakland Toxics Reduction Collaborative (WOTRC), I am writing with a few substantive - if not quite comprehensive - comments on the DRAFT MAQIP that is dated June, 2008.

The truth is that I have not been able to make the time to extensively review and analyze the document in the 30 calendar days allotted for that purpose, partly due to a long planned vacation in late June and the crush of other work projects. Having said that, I have read over some of the comments submitted by others with whom I have worked in the context of MAQIP, CTMP, and WOTRC (including MAQIP Co-chair Brian Beveridge, Swati Prakash, Diane Bailey, and Dr. Jamie Fine), and write to echo some of their salient and well-considered comments.

First of all, I must compliment you, Delphine Prevost, and other Port and CONCUR staff for convening a broad set of stakeholders and assembling a report that represents a mammoth work effort and a major step forward toward cleaner air in West Oakland and the region at large. The report is very well organized and comprehensible, if not quite comprehensive. The draft is a solid foundation to build on.

Having said that, it also seems clear that the plan needs more work, and because of that, that the official 30 day window for input is too limited. Given the concerns that many have registered about the "underachieving" (as opposed to "will do") tone of the document, and the future need for the broadest group of stakeholders to advocate funding and other resources to implement the MAQIP, allowing some more time to "get it right" seems prudent.

The Port would seem to be somewhat vulnerable on this point, given that the

draft was initially promised verbally and in writing as being available "2 weeks ahead" of the "final" full MAQIP meeting, but then was delivered only 3 working days before that meeting. This seriously limited the productivity of that June 19 meeting, since the impressive array of stakeholders had for the most part not had a chance to review the document, meaning that there was effectively no real "discussion" of the draft between the key players on that day.

I hope that you and the management team at the Port of Oakland will consider a modest extension to the comment period and also convene at least one more meeting of the full group, ideally with a short list of goals for changing the document that will gain the broadest possible support. This will not only build trust among the diverse set of interests involved, but will also serve the Port well politically in its future efforts to obtain funding and other resources -- whether from ARB or the Port's own customers -- to implement the MAQIP.

Please keep me updated on developments with MAQIP, both on the plan and its implementation. I remain committed to doing all that I can to foster cooperation and results on this huge effort, as well as in the context of my ongoing work with the CTMP TAC and WOTRC.

Sincerely,

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