

**Port of Oakland Maritime Air Quality Improvement Plan (MAQIP)
Progress Report Meeting**

**Port of Oakland, 530 Water St, Port Exhibit Room
November 19, 2013
1:00 pm – 4:30 pm**

KEY OUTCOMES MEMORANDUM

I. OVERVIEW

The Port of Oakland convened its Maritime Air Quality Improvement Plan (MAQIP) Progress Report Meeting on November 19, 2013, from 1:00 – 4:30 p.m. The purpose of the meeting was to fulfill the Port’s commitment to report out on MAQIP implementation progress, which included updates on drayage truck retrofitting, Shore Power status and updates, and results from the 2012 Emissions Inventory Update; to respond to clarifying questions; and to discuss next steps in the ongoing MAQIP process. The Port of Oakland’s technical consultants Environ (air quality) and CONCUR, Inc. (MAQIP process) participated, as did Dr. Thomas Kirschstetter of the Lawrence Berkeley Laboratory and the University of California at Berkeley. CONCUR, Inc. facilitated the meeting.

This summary report, prepared by CONCUR, Inc., provides an overview of the meeting’s key discussion points and outcomes. It is presented in six sections: (1) Overview, (2) Participants, (3) Meeting Materials, (4) Key Outcomes, (5) Discussion, and (6) Next Steps.

II. RANGE OF PARTICIPANTS

A range of stakeholders, from local environmental organizations, businesses and residents, as well as city and state government representatives, participated in the meeting. Representatives from the Port of Oakland (Port), City of Oakland (City), Sierra Club, U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), the Bay Area Air Quality Management District (BAAQMD), Alameda County Public Health Department (ACPHD), the City of Alameda Public Works Department, Alameda Municipal Power, Oakland Maritime Support Services (OMSS), West Oakland Commerce Association (WOCA), the community of West Oakland, East Bay Alliance for a Sustainable Economy, OaklandNorth.net, Antea Group, PortTime, West Oakland Neighbors, Pacific Merchant Shipping Association (PMSA), Impact Transportation, West Oakland Environmental Indicators Project (WOEIP), the Prescott Joseph Center, and others were in attendance. (See Attachment A: Table II: Meeting Participants)

III. MEETING MATERIALS

A meeting agenda, details on the 2012 Seaport Emissions Inventory, the emissions reductions achieved relative to the MAQIP target levels (goal), and future emissions projections were provided at the meeting. A copy of this information is available at:
<http://portofoakland.com/environment/maqip.aspx>

IV. KEY OUTCOMES

Below is a brief summary of the main topics discussed during the meeting. This summary is not intended to be a meeting transcript. Rather, it provides an overview of the main topics covered, the primary points raised in the discussion, and potential next steps in the ongoing MAQIP and related community processes.

A. Welcome and Introduction

Tim Leong, Associate Port Environmental Scientist, opened the meeting by welcoming attendees. He emphasized the importance of communicating the progress of the MAQIP to the community, consistent with and in fulfillment of the commitments made in the MAQIP (see Section 11: Monitoring, Reporting, and Next Steps and Table 11-1 MAQIP Reports). He noted that the purpose of the meeting was to report that the Port is meeting its clean air commitment, implementing projects, and making better-than-expected progress in achieving the MAQIP goals set in 2009. The Port began the MAQIP progress analysis in 2012 by securing consultants and assembling the team tasked with analyzing air quality data.

Scott McCreary, Principal, CONCUR and meeting facilitator, reviewed the meeting structure and simple ground rules, emphasizing the meeting's role as an important milestone in the Port's fulfilling its commitment to report back to the community regarding MAQIP progress. He underscored the goals of information sharing, respectful interaction, and providing ample time for clarifying questions and discussion as ground rules for the meeting. Each participant then introduced him or herself and indicated whether or not he or she was on the original MAQIP Task Force convened in 2006.

A question was raised regarding Chapter 11 of the MAQIP and if the intent of the meeting was to fulfill all of the reporting-out commitments in Chapter 11. T. Leong stated that it was, and noted that this meeting was the third in a series of meetings held to update various partners, co-chairs, and stakeholders on MAQIP implementation progress held in 2013.

B. Port Vision

Executive Director Chris Lytle next addressed the meeting attendees. C. Lytle emphasized the across-the-board engagement of the Port of Oakland -- similar to the Port of Long Beach and the Port of Los Angeles -- in a clean air action plan. These are three of the most advanced ports in the world in terms of air quality improvement plans and implementation of emissions reduction programs and projects. C. Lytle noted that the Port of Oakland can be proud of the results of MAQIP projects to date and will continue to work toward an even lower emissions goal. He underscored the mutual imperative that the Port must be socially and environmentally responsible, and that the community must be in support of projects that benefit both responsible business and the environment.

C. Lytle noted that the Oakland Army Base (OAB) is a unique opportunity in which the Port and City together have 360 acres to put into a sustainable redevelopment plan.

Brian Beveridge, WOEIP, queried whether emissions associated with rail would be addressed in the meeting and whether reducing these emissions would be a continuing focus in Port projects. C. Lytle acknowledged the central role of rail in Port operations and noted the complexity of targeting rail emissions. He explained that the Port is currently negotiating rail contracts, and although regulating rail is a difficult task, the Port will encourage rail operators to install and use the most advanced technology available. One participant noted that newer Tier 4 engine

locomotives may not yet be available. Another participant noted that the local community has concerns, not only about rail emissions, but also about sound, vibrations, and other external effects of rail operations.

A second question raised was whether the Port is working to become energy independent. Richard Sinkoff, Director of Environmental Programs and Planning, noted that the Port is embarking on an Energy Innovation Study to identify issues, define the scope of energy usage, and develop the Port's vision of energy resiliency and innovation. To that end, the Port has completed the RFP process for a first step, which is a policy formation effort; not yet the master plan. R. Sinkoff also noted that the RFP process included West Oakland community observers on the interview panel of the Energy Innovation Study, and there will be many opportunities ahead for the community to participate in the planning process.

C. MAQIP – Setting the Stage

R. Sinkoff introduced MAQIP's purpose and history. The MAQIP is the Port's "master plan" to reduce air pollution from both mobile and stationary on- and near-shore and offshore sources at the seaport. The MAQIP document is part of the longer-term air quality mitigation programs at the Port, which began in 1999 with the Vision 2000 Maritime Development Program – Air Quality Mitigation Program (Vision 2000).

Vision 2000 included measures to build new marine terminals, a new rail yard, roads and public parks, provide for habitat restoration, and design Port facilities to increase operational efficiencies. West Oakland Neighbors (WON), a local community organization, sued the Port of Oakland, however, over the adequacy of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR), specifically the air quality mitigation measures. The lawsuit was settled, including the adoption of various air quality programs, all of which the Port fully implemented. The Port adopted the 85% goal in 2008, and approved the MAQIP in 2009. These efforts are results of the Port's efforts to implement the following mitigation measure within the Oakland Army Base Area Redevelopment Plan Environmental Impact Report (2002):

Mitigation 4.4-3a: The Port shall develop and implement a criteria pollutant reduction program aimed at reducing or off-setting Port-related emissions in West Oakland from its maritime and rail operations.

MAQIP establishes a three-fold emissions reduction strategy: (1) target emissions reductions earlier than required by state and federal regulations; (2) support enforcement of regulations; and (3) target emissions reductions above and beyond those required by regulations. R. Sinkoff noted that, at the time of the MAQIP adoption in April 2009, not all Task Force members agreed with all decisions. However, every Task Force member contributed to the planning process.

R. Sinkoff also noted that the stakeholder involvement in the MAQIP process provided the Port with a master plan reflecting stakeholder input and ideas. The November 19, 2013 meeting is a milestone in plan implementation, which allows the Port to report on the current status of projects and current levels of emissions reductions, and receive feedback on next steps to reach the 85% reduction goal. What's more, MAQIP provides stability over time as the Port faces organizational, financial, operational, and other challenges to 'staying the course' and realizing emissions reductions targets.

R. Sinkoff emphasized that the purpose of this Progress Report Meeting is to describe with specificity the projects that staff and other stakeholders have implemented and to gauge the Port's progress against target goals set forth in the MAQIP.

D. Implementation Progress – Port Projects

Ralph Reynoso, Wharfinger, reported on terminal operational and design projects completed towards implementation of the MAQIP's 2020 emissions reductions goals. He noted that in December 2007, CARB approved a drayage truck regulation to reduce emissions from drayage trucks operating at California's ports and intermodal rail yards, with the purpose of addressing the diesel exhaust impact on communities adjacent to seaports.

Comprehensive Truck Management Program

The Port developed the Comprehensive Truck Management Program (CTMP) to set forth plans and actions to comprehensively address air quality, safety and security, business and operations, and community issues associated with drayage operations in response to these regulations and other stakeholder interests.

R. Reynoso noted that the Port has made significant progress in implementing each of the CTMP's six core component goals. The Port has taken numerous steps toward meeting these goals that directly contribute to emissions reductions from drayage trucks. Among the CTMP notable projects are:

1. The Port adopted a truck ban ordinance (October 2009). This ordinance goes above and beyond the CARB regulation's reporting requirements and bans non-compliant drayage trucks at maritime terminals.
2. The Port, CARB, BAAQMD and EPA provided grant funds to help truckers purchase diesel particulate filters or a newer truck. Since 2009, the agencies provided \$38 million to assist truckers.
3. The Port installed "No Idling" signage along Port roadways.
4. The Port provided more than thirty acres of Port land for drayage truck parking. This parking allows drayage truck drivers to leave their trucks in the Port area, takes the trucks off neighborhood streets, and allows drayage truck drivers a place to rest during the day while awaiting dispatch.
5. The Port developed a CTMP web page on the Port of Oakland's public website dedicated to informing the trucking community about CARB regulatory requirements, a CTMP overview, Secure Truck Enrollment Program (STEP) Registry requirements, a restroom facility map, webcams, and other useful trucker resources.

Terminal Improvements

R. Reynoso explained that the Port and its tenants have invested in capital improvements to Port maritime facilities to move cargo more quickly and efficiently and reduce emissions reductions. Improvements are in four areas (infrastructure improvements, container handling equipment, technology and operational processes). Significant accomplishments and investments are highlighted in Table 1 below:

Table 1: Key Terminal Improvements MAQIP Progress Report Meeting November 19, 2013	
Infrastructure Improvements	Ports America Outer Harbor (PAOH), Berths 20-26 spent over \$13 million on a reconfigured entry gate to increase capacity. The gate was expanded to three entry lanes and more than ten pedestal lanes.
	TraPac (Berths 30-32) underwent a \$27 million renovation that was completed in 2010 that improved the gate capacity, yard circulation, reefer plug capacity, paving, and also added a new roadability canopy and restrooms.
	The Port has made roadway improvements to eliminate bottlenecks, improve traffic flow and to provide safer queuing in the Port area. Improvements were made last year to remove the center median on 7 th Street to help traffic flow more efficiently.
	The Port has increased its truck parking facilities to thirty acres on Port property. This area permits drivers to store containers and handle more turns. It also helps drivers avoid terminal and freeway peak hours.
Container Handling Equipment	STS/Evergreen (Berths 35-38) invested nearly \$30 million in 2010 in three new quayside cranes that are among the fastest and biggest on the West Coast.
	PAOH has spent just over \$10 million on new rubber-tired gantry cranes to handle faster import delivery.
	Oakland International Container Terminal (Berths 55-59) is a modern facility with ten Super Post Panamax Cranes.
	Terminal operators their upgraded cargo handling equipment (CHE) so they can stack containers up to five or six high.
Technology	Terminal operators installed automated Gates: Optical Character Recognition (OCR) and License Plate Recognition (LPR) identify incoming containers and reduce processing times by reducing errors.
	Terminal operators installed video cameras for inspection to make it easier for clerks to work from remote locations and serve multiple gates.
	Terminal operators installed OCR on cranes and Equipment Positioning Systems to help track cargo and equipment in real time.
	Terminals have implemented of trucker appointment systems to allow them to control workloads and reduce congestion.
Operational Processes	Terminal operators have implemented extended hours and staggered breaks and lunches.
	Terminal operators have established problem kiosks to deal with container transaction issues.
	Terminal operators established separate bobtail (trucks without chassis) and appointment in-gate lines to improve traffic flow.
	Terminal operators allow bobtails exiting the terminal to bypass the exit gate pedestals.
	Vessel lines have established third party chassis pools, which reduces the total number of chassis in the Port area; eliminates drivers' time spent locating chassis, the need for chassis flips, extra trips to reposition chassis, and damage resolution.
<i>R. Reynoso Talking Points – November 19, 2013 Port of Oakland MAQIP Progress Report Meeting</i>	

R. Reynoso noted that many opportunities still remain for additional operational improvements. He mentioned that these long-term solutions require an effort from all stakeholders in Port operations. He noted several improvements the Port will continue to pursue with its tenants, including:

1. Continuing to identify and eliminate congestion at terminal gates by adding additional gate capacity, extending hours, adding cargo handling equipment, improving productivity, and identifying best practices;
2. Mitigating congestion through better utilization of appointment systems;
3. Drayage companies increasing driver training;
4. In the short term, streamlining chassis logistics using a neutral “gray” chassis pool;
5. In the long term, shifting to trucker-supplied chassis;
6. Reusing empty import containers for an export load known as a “street turn”; and
7. Increasing off-terminal storage for staging.

Shore Power Program

Delphine Prevost, Senior Maritime Projects Administrator, provided an update on the Shore Power Program. Both the Port and its tenants have been working to implement the Shore Power Program. The Shore Power Program involves the design, construction and commissioning of high-voltage electrical infrastructure in the Port of Oakland Maritime area so ships can “plug in” to the electric grid while docked at berth. Plugging in to the electric grid reduces emissions from the auxiliary engines of container vessels at berth.

D. Prevost reported that physical construction of this infrastructure is complete, and the Port is now conducting final “commissioning” (system, berth and vessel testing). D. Prevost explained that the Port intends to complete all commissioning and then turn operations of the system over to the terminal operators by December 31, 2013. Beginning on January 1, 2014, the terminal operators will continue working with ship operators to plug in ships as they dock at the Port.

The Port has spent \$60 million on new infrastructure for the Shore Power Program. Tenants have spent about \$10 million to retrofit the wharves. To contain costs from the original estimate of \$90 million, the Port utilized value-engineering, reuse of existing infrastructure, and, given the timing of the work, secured favorable public bids. EPA and state agencies have awarded grants to the Port to fund Shore Power costs, the requirements of which include going beyond the federal and state requirements – 60% of each fleet is required to plug in per grant stipulations. D. Prevost noted that beginning in 2014, she expects a decrease of 10 to 11 tons of DPM from plugging in ships at the Port.

D. Prevost estimates that, to date, vessel owners have spent several billion dollars to upgrade and retrofit ocean-going vessels. These retrofits were done to meet state regulations as well as to respond to industry environmental stewardship policies and business objectives.

One participant queried where the Port sources its electricity. D. Prevost explained that some of the electricity is procured from Pacific Gas & Electric, which must adhere to a Renewable Portfolio Standard (RPS), and some of it is purchased directly from the market. When the Port purchases energy directly from the grid, it too must adhere to statewide RPS requirements, which call for increasing the percentage of renewable energy (excluding large hydro) that makes up the total electricity source.

E. Implementation Progress – 2012 Emissions Inventory Results

T. Leong summarized the important findings of the 2012 emissions inventory, which indicate that the Port is currently on track to meet the clean air commitment the Port made in 2008 (to achieve an 85% reduction in seaport-related diesel health risk in West Oakland by 2020 from a 2005 baseline). Moreover, he noted that the Port has made better-than-expected strides towards the 2020 goal. He reported that although twenty-foot equivalent (TEU) container volumes have increased by a total of 3% between 2005 and 2012, overall diesel particulate matter (DPM) emissions have decreased by 70% for that same period. Of the overall 70% reduction, DPM emissions from drayage trucks have decreased from 16 tons in 2005 to 2 tons in 2012, which represents an 88% reduction. Similarly, DPM emissions from ocean-going vessels have decreased from 209 tons DPM in 2005 to 57 tons DPM in 2012, which represents a 72% reduction.

T. Leong noted that while the inventory incorporates substantial empirical data, some calculations in the inventory are modeled results, informed by guidance about appropriate assumptions from CARB. He also noted that prior to finalizing the inventory, the BAAQMD and CARB performed a focused peer review of the data and analytical findings.

A question was raised regarding the prospects of pursuing region-wide port electrification. A community member noted that, while the Port of Oakland operations will utilize shore power, the smaller ports in the region do not have that infrastructure and likely cannot support that level of investment in the near term. T. Leong noted that while shore power is being implemented in the Port of Oakland, cleaner fuel regulations are being implemented throughout the State; the current CARB fuel standard for ocean-going vessels results in 75% less DPM, and the upcoming standard beginning in 2014 will result in an 83% reduction in DPM per CARB technical reports. Michael Murphy, Advanced Projects Advisor at BAAQMD, noted that these cleaner fuels will have multiple benefits along with decreasing DPM, but it would likely be too expensive for smaller ports like Redwood City or Richmond to rebuild electric infrastructure for broader benefits.

Steve Lowe, Vice President of West Oakland Commerce Association, posed a question regarding the concept of a regional seaport, and how progress might be achieved. Jean Roggenkamp, BAAQMD Deputy Air Pollution Control Officer, noted that she could raise this question to the Joint Policy Committee, a consortium of agencies including BAAQMD, the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC) and the San Francisco Bay Conservation and Development Commission (BCDC).

A West Oakland community member asked why the Emissions Inventory reduction table showed a 4.3% increase in nitrogen oxides (NO_x) and a 50.2% increase in reactive organic gases (ROG) from ocean-going vessels between 2005 and 2012.

T. Leong explained that, due to a lower number of steamship calls in 2012 versus 2005, the percentage of NO_x emissions yielded the slight increase for ocean-going vessels. Additionally, the assumption of the baseline emissions factor that measured ROG had been refined by CARB since 2005. The baseline Emissions Factor (EF) for ROG was revised and corrected. Two separate 2005 values of 0.5 and 0.33 EF were both revised to 0.78 in the 2012-revised model. This adjustment is reflected in the increased percentage value in the 2012 inventory chart.

The question of railroads and how emissions will increase due to increases in this part of Port operations was revisited, given the expected increased rail use with the redevelopment of the Oakland Army Base. One participant noted that a continuing “sore issue” is that double-stacked containers, specifically those that are destined to be shipped either to or from overseas locations,

are allowed on rail but not on trucks. He noted that double-stacking rail boxes for deliveries in Oakland could result in significant emission reductions.

F. Independent Review of Implementation Progress – UC Berkeley Research Findings

Dr. Thomas Kirchstetter, Scientist at the Lawrence Berkeley National Laboratory (LBL) and Adjunct Professor at the University of California, Berkeley (UCB), presented the results of a study led by UCB on changes to the Port's drayage truck emissions. The study was intended to provide independent analysis of the impacts of CARB's Drayage Truck Regulation on the Port's truck emissions based on direct empirical observations. The regulation aimed to reduce emissions of DPM and NO_x from drayage trucks by either replacing trucks with older engines or retrofitting existing trucks with diesel particulate filters (DPF).

The regulation is implemented in two major phases: Phase 1 (January 2010 – January 2013) and Phase 2 (January 2014). The UCB study measured the impact of Phase 1 of the regulation on truck emissions at the Port of Oakland by taking measurements in three time periods: (1) in 2009, before the regulation's first deadline (baseline measurement), (2) during the regulation phase-in from 2010 – 2011, and (3) after the final deadline for Phase 1 of the regulation in 2013.

The UCB study measured the rates of emissions of two constituents: black carbon (BC), a dominant component of DPM; and NO_x, a precursor for ozone. A team of LBL researchers took measurements with the BAAQMD's mobile air quality testing lab. The associated truck and engine model year and retrofit status were determined from direct observation of license plates and CARB's drayage truck registry. The study found that, before the final Rule, just 3% of the Port's truck fleet had DPFs; after Phase 1 of the Rule, fully 99% had DPFs. Over this time period, emissions of BC decreased by 80%.

The study also found that emissions of NO_x decreased by 50%. Based on this analysis, T. Kirchstetter concluded that large decreases in Port truck emissions of BC and NO_x were swift and due to increased use of DPFs and the replacement of older engines.

The UCB study forecasted that, based on the Phase 1 replacement trend, emissions will be reduced by an additional 30% (approximately). In Phase 2, NO_x and BC emission will be reduced by an additional 10% (approximately). This projected decrease in emissions will be larger than 10% as engines manufactured in 2010 or later become more prevalent in the fleet.

T. Kirchstetter's presentation will be made available on the Port's website at <http://portofOakland.com/environment/maqip.aspx>.

G. Emissions Forecast

T. Leong reported that the Port's forecast indicates that the Port is on track to exceed the 85% reduction target by 2020. Based on the Port's future projections, on and near-shore DPM emissions are expected to decrease from the 2005 baseline by 78% in 2015 and by 86% in 2020. These projected reductions are a direct result of the combined effect of upcoming regulatory deadlines, shore power implementation, and the use of cleaner ocean-going vessel fuel. T. Leong noted that reducing on and near-shore DPM emissions will have the greatest impact in reducing DPM-related health risk to neighboring communities and the region over all, as compared to offshore sources.

A West Oakland resident asked whether increased Port operations beyond 2020 might result in increased emissions and stall progress on emission reductions. He also questioned whether pending or anticipated EPA regulations might offset these potential increases in emissions, and perhaps lead to even greater emissions reductions. Two initiatives discussed in response to this question were (1) the State proposal due in December 2013 for implementation of the National 2.5 DPM standards; 2) the EPA's efforts to look at the ozone standard. The U.S. EPA has finalized standards to extend the light-duty vehicle greenhouse gas (GHG) National Program and is working on standards for medium and heavy-duty new engines. Also, the EPA has a number of pilot projects involving cruise lines with on-board technologies designed for emissions reductions.

Community members and EPA staff discussed building a stronger relationship to work together on future needs, which include rail operations-related environmental issues, hydrocell technology and potential applications, and new battery technology issues.

T. Leong also noted that the Port has applied for EPA DERA grant funding to repower either two or four rubber tired gantry (RTG) cranes to shift from Tier 1 engines to Tier 4 engines with hybrid technology. The EPA recently accepted the application for and awarded the grant for this project.

V. DISCUSSION

Meeting participants posed follow-up questions and raised a number of points during discussion. These points included potential new areas of focus for air quality improvement, community outreach and engagement concerns, and suggestions on how the MAQIP might continue to evolve.

One area of focus was the cargo mix that will go through the Port and the redeveloped OAB. R. Sinkoff noted that while MAQIP is focused on mobile-source particulate matter emissions, the Port is a 99% container port. It is a gateway export port for agriculture grown in California. Many people are dependent on the system's working correctly.

Bill Aboudi, Owner of Oakland Maritime Support Services, Inc., noted that members of the trucking industry have carried an unfortunate public reputation of being primary polluters. While new mandates are set and regulations established for the industry, there may not be sufficient resources to support all individual truck drivers to upgrade their trucks. Furthermore, B. Aboudi stated that, in his view, local maintenance technicians may lack the skills and new equipment to fix and maintain new trucks and engine retrofits. These increased maintenance costs are a new expense, adding a cost that is not typically addressed in discussions on regulatory issues. These industry concerns will continue to be discussed in their forums such as the Port of Oakland Trucker's Workgroup.

Andy Garcia, Chairman of the Board of GSC Logistics and former MAQIP co-chair, observed that, in order to upgrade the entire trucking industry, there must be buy-in and support from both the local trucking community as well as from their large industry customer base. Large companies have been sensitized to environmental issues. He noted that, as part of normal business transactions, "what are you doing to help improve the environment?" is a question that is routinely posed and needs a credible response each time. He also reminded meeting attendees that many first-generation immigrants invest in the drayage trucking industry, and we should pay attention to the human sustainability component of MAQIP.

In support of A. Garcia's comment, John Berge, Pacific Merchant Shipping Association, noted that a big factor in human health is having a job.

The idea of creating a regional Port Authority was raised again. S. Lowe noted that while MAQIP and the Port are ahead of the air quality regulation curve in many ways, the community is looking for leadership on a broader, region-wide port system, which will ideally include a unified air quality plan and a unified operations plan.

It was further noted by Anna Lee, Workgroup Coordinator at ACPHD, that meeting participants look forward to an increased level of collaboration with the Port and the City of Oakland on OAB development.

Additionally, participants look forward to additional work looking at sustainability and climate change and how they can support those goals. B. Beveridge and other participants also suggested looking at health concerns more broadly to include other communities that are affected. Addressing truck impacts in East Oakland was given as an example. Meeting participants also requested regular updates on Port "wins" on further emissions reductions and technology improvements.

Several participants noted their appreciation for the Port's acknowledgement of the "human side" of air quality, including the burden on truck owners. They emphasized that community awareness, direct stakeholder involvement and feedback, and efficient communication can keep the momentum of MAQIP progress going and evolve to a plan that reaches beyond 2020.

S. McCreary noted that one way to consider a public engagement process is to consider three process design key choices. One is the scope of issues to be considered, noting that many current and important issues had been suggested in the meeting, building on the original MAQIP focus. A second choice is the range of participants involved and the level of formality or informality of their involvement. A third choice is the nature of the decision-making process.

R. Sinkoff concluded the discussion by thanking everyone for the time they have devoted to developing the MAQIP and for the time they continue to spend to implement programs and remain engaged in the Port's ongoing efforts.

VI. NEXT STEPS

Next steps identified in the meeting include:

- CONCUR will work with Port staff to prepare a meeting summary in the format of a Key Outcomes Memorandum. This memorandum is intended to be the documentary record of the Port's progress on emissions reduction, and the fulfillment of the Port's commitment to report back to the community.
- Port staff will present an update to the Board of Port Commissioners in February/March 2014 on MAQIP progress and this briefing with the community on the MAQIP mid-course review.
- Port staff will post the UC Berkeley PowerPoint presentation on the Port website for participants.
- Port Senior Staff will reflect on comments and advice on options for an approach to future community engagement, including considerations of the issue focus, participation, and nature of deliberation and decision-making.

ATTACHMENT A:

**Table II: Meeting Participants
Port of Oakland Maritime Air Quality Improvement Plan (MAQIP)
Progress Report Meeting**

November 19, 2013

Name	Affiliation
<i>Presenters</i>	
Thomas Kirchstetter, PhD	UC Berkeley
Tim Leong	Port of Oakland, Environmental Programs and Planning
Chris Lytle	Port of Oakland, Executive Director
Delphine Prevost	Port of Oakland, Maritime
Ralph Reynoso	Port of Oakland, Maritime
Richard Sinkoff	Port of Oakland, Environmental Programs and Planning
<i>Attendees</i>	
Bill Aboudi	OMSS, AB Trucking
Laura Arreola	Port of Oakland, Community Relations
Jean Banker	Port of Oakland, Deputy Executive Director, Director of Maritime (Acting)
John Berge	Pacific Merchant Shipping Association
Brian Beveridge	West Oakland Environmental Indicators Project
Olga Bolotina	City of Oakland, District 1
Angela Brisco	Port of Oakland, Environmental Programs and Planning
Washington Burns	Prescott Joseph Center
Matt Davis	Port of Oakland, Government Affairs
Joe Ferry	PortTime, LLC
Andy Garcia	GSC Logistics
Garret Griffiths	Antea Group
Richard Grow	US Environmental Protection Agency, Region 9
Robyn Hodges	West Oakland Community Advisory Group
Paul Junge	Oakland Metropolitan Chamber of Commerce
Ray Kidd	West Oakland Neighbors
Anna Lee	Alameda County Public Health Department
Tony Lemus	APL Limited
Jennifer Lin	East Bay Alliance for a Sustainable Economy
Steve Lowe	West Oakland Commerce Association
David McCoard	Sierra Club
Michael Murphy	Bay Area Air Quality Management District
Kerry Parker	City of Alameda Public Works Department
Jean Roggenkamp	Bay Area Air Quality Management District
Isaac Kos-Read	Port of Oakland, External Affairs
Marilyn Sandifur	Port of Oakland, External Affairs

Libby Stahl	Impact Transportation
Till Stoeckenius	Environ
Terray Sylvester	OaklandNorth.Net
Justin Taschek	Port of Oakland, Maritime
Amy Tharpe	Port of Oakland, Social Responsibility
Arielle Usher	Alameda Municipal Power
Anne Whittington	Port of Oakland, Environmental Programs and Planning
Hui Wang	City of Oakland
Elizabeth Yura	California Air Resources Board
Amy Zimpfer	US Environmental Protection Agency
<i>Facilitation Team</i>	
Scott McCreary	CONCUR, Inc
Megan Vinett	CONCUR, Inc
<i>Source: Port of Oakland, MAQIP Progress Report Meeting Roster, November 19, 2013</i>	

ATTACHMENT B: Meeting Agenda

**Maritime Air Quality Improvement Plan (MAQIP)
Progress Report Meeting
November 19, 2013
1:00 p.m. – 4:30 p.m.**

*Port of Oakland
530 Water Street
Port Exhibit Room*

Meeting Purpose: Fulfill the Port's commitment to report out on MAQIP implementation progress and responding to clarifying questions

AGENDA

- | | |
|--------------|---|
| 12:45-1:00pm | Arrival and Check-In |
| 1:00-1:40pm | Welcome and Context Setting <ul style="list-style-type: none">• Agenda review (Tim Leong)• Meeting structure and ground rules (Scott McCreary, CONCUR)• Executive Director remarks and Port vision (Chris Lytle)• MAQIP – setting the stage (Richard Sinkoff) |
| 1:40-3:00pm | Implementation Progress <ul style="list-style-type: none">• Projects – CTMP, terminal improvements, and shore power infrastructure (Maritime staff)• 2012 emissions inventory results (Tim Leong)• Research findings on Port area truck emissions (Tom Kirchstetter, UC Berkeley) |
| 3:00-3:10pm | Break |
| 3:10-3:30pm | Emissions Forecast (Tim Leong) |
| 3:30-4:20pm | Looking ahead <ul style="list-style-type: none">• Shore power implementation, hybrid RTG yard cranes, and terminal operations (Maritime staff)• Questions and answers (all) |
| 4:20-4:30pm | Wrap Up (Scott McCreary, CONCUR) |
| | Adjourn |