

Bay Area Air Quality Management District  
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APPROVED MINUTES

Summary of Board of Directors  
Meeting of the Ad Hoc Committee on Port Emissions  
9:30 a.m., Thursday, July 2, 2008

1. **Call to Order – Roll Call:** Chairperson Nate Miley called the meeting to order at 9:42 a.m.  
  
**Present:** Nate Miley, Chairperson, John Gioia, Vice Chairperson, Tom Bates, Scott Haggerty, Mark Ross, Tim Smith, Pamela Torliatt, Gayle B. Uilkema  
  
**Absent:** Liz Kniss
2. **Public Comment Period:** There were none.
3. **Approval of Minutes of December 6, 2007:** Director Torliatt moved approval of the minutes, seconded by Director Ross; carried unanimously without objection.
4. **Update on the Bay Area Seaports Air Emissions Inventory:** *The Committee received an update on emission inventories being prepared for the ports of Benicia, Redwood City, Richmond, and San Francisco under a Memorandum of Agreement signed by the Air District, the Bay Planning Coalition, and the Ports.*

Assistant District Counsel Bill Guy provided an update on the Bay Area Seaports Air Emissions Inventory, stating greater geographical detail is needed locally to determine how emissions impact communities. The Port of Oakland completed the inventory which served as the basis for the Health Risk Assessment Inventory and the Bay Planning Coalition and the smaller ports other than Oakland have agreed that a similar level of detail is needed to assess approaches taken. He said an MOU was drafted and signed which sets up a Steering Committee with seats for the Air District and the five Ports. The work has been contracted out to two consulting firms and divided into four phases, with the cost of the initial phase being shared.

Mr. Guy reported that the consulting firms have come close to completing the first two phases and will meet again on July 10, 2008. The initial data confirms that there is a huge difference between the Port of Oakland and other ports, as it is much larger having 10 to 30 times larger vessels and 40 to 1000 times more truck trips.

Mr. Broadbent reported making good progress and results of the inventory work will be reviewed at the next meeting. He said many Ports have already undertaken work, the Committee today will receive a presentation on the Maritime Air Quality Improvement Plan (MAQIP) which is in response to the inventory and is currently underway and another meeting will be scheduled at the end of the summer or early fall.

Committee Members and staff discussed funding and phases, timelines of the completed data collection, the distance to which emissions were measured, next steps which act as building blocks for additional efforts, establishment of baselines used in 2005 and the concentration on maritime activities versus airports.

5. **Discussion of California Goods Movement Bond Program:** *The Committee discussed and received an update on the Goods Movement Bond program.*

Grants Manager Damian Breen said in November 2006 California voters authorized the Legislature to appropriate \$1 billion in bond funding. The funding was to quickly reduce health risk from freight movement in California trade corridors and comprised of \$25 million in early grants and \$225 million in the main grant. On February 28, 2008, ARB allocated \$140 million for the Bay Area trade corridor and \$3.4 million in early grants to the Air District toward the electrical grid system and 75 truck retrofits with the Port of Oakland. On April 4, 2008, the District applied for the remainder of the \$35 million for the Bay Area Goods Movement corridor, and on May 22, 2008, ARB approved the District's plan to expend funding.

Mr. Breen said \$5 million has been set aside for Port of Oakland and additional funding for the retrofit of 1,000 trucks, which is a significant step toward air quality improvement. There are approximately 2,000 trucks and shorter haul trucks for which the retrofits will not work and those will be addressed in the second year of funding.

Mr. Breen responded to questions from the Committee regarding how I-Bond monies correlate to polluters, emissions and the West Oakland Health Risk Assessment, statewide funding, CARB certification, the cost of retrofitting trucks, short haul trucks and plug-in technology. Mr. Breen reported the Port of Oakland is seeking to raise container fees through adoption of an ordinance, a portion of which will be used for truck replacements/retrofits and Port projects, and the majority to be used toward electrical infrastructure.

Mr. Breen discussed next steps and upcoming workshops, stating that applications are due August 15, 2008. A total of 400 applications have been received to date which will be reviewed and ranked, and the Mobile Source Committee will meet in October.

Committee members discussed the number of applications received, funding for retrofitting, future consideration at the July 9<sup>th</sup> Mobile Source Committee meeting to secure a consultant to assist in outreach efforts, and new technology for short haul trucks and certification by the ARB. The Committee requested staff identify the amount of emissions removed from the air, by weighted and unweighted tonnage, as a result of the truck retrofit program.

6. **Status Report on Port of Oakland's Maritime Air Quality Improvement Plan (MAQIP)**  
*Mr. Richard Sinkoff, Director, Port Environmental Planning and Permitting, provided the Committee with a status report on the Port of Oakland's Maritime Air Quality Improvement Plan (MAQIP)*

Mr. Sinkoff introduced Port staff present and responsible for working on the MAQIP, he presented the structure and framework by which they define their role(s) and help move projects toward implementation, and said efforts have been organized to be collaborative with the Air District, with the goal of improving the public's health status in the Bay area. Mr. Sinkoff stated that the Ports are working with CARB, environmental organizations and industry in a multi-stakeholder process, stating

the program level establishes a policy basis for the plan. They are now identifying elements of the program which include truck retrofits, and he reported their Board had directed staff to prepare the analysis for a user fee to provide matching funds for the infrastructure, environmental projects and also to advance the Comprehensive Truck Management Program measures.

Committee members discussed impacted areas included within the plan, the Port's work in addressing diesel emissions which contributes to problem-solving at a larger regional level, the formation of an inter-agency group working collaboratively to support initiatives of the plan, the user fee structure and its provisions for Port infrastructure and environmental projects, ARB's regulatory scheme which does not address non-Port trucks, and similar goals yet to be established by working collaboratively together with health officials and various cities in their land use planning processes.

Mr. Sinkoff said as part of the Port's ongoing work, they will be continuing inter-agency work and are in conversations with MTC about supporting infrastructure funding. He hopes the work could serve as a model for a broader, regional approach. He discussed the Port being confined to its own jurisdiction and the complexity of being able to be integrated in other counties; however, he noted that the Air District's role is already regional in nature and all Ports will hopefully meet to discuss their individual local impacts.

Mr. Sinkoff then presented MAQIP Goals and 2020 Emissions Targets, regulations, initiatives, the Port's planning, organizing, implementation and monitoring/reporting efforts and identified partners of the program. He noted that the actual presentation was posted on the Port's website under the June 19<sup>th</sup> Task Force meeting and said next steps include a proposed timeline and taking the program to the Maritime Stakeholder Group in October.

Mr. Broadbent applauded the efforts of the Port and said it would be prudent for a resolution to ensure the Port adheres to its user fee discussion, which he said would be considered at the Board of Directors' July 30 meeting.

Committee members further discussed with staff the Port's budget, possible future grant funding for security-related projects at the Port, and the importance for the Port to meet with public health officials and city/county planning staffs to bridge concerns, which Mr. Broadbent said could be referred to the Board's Executive Committee.

#### Public Comments:

John Berge, Vice President, Pacific Merchant Shipping Association, spoke in support of the MAQIP process, believes the plan offers a road map in establishing policy direction, monitoring and measuring progress, and he discussed a House Resolution Bill which would lead toward support for pollution ratification, achieving reductions in PM and SO<sub>x</sub> in addition to what is targeted by the State which also reduces NO<sub>x</sub> emissions.

Ellen Jonck, Executive Director, Bay Planning Coalition, said she is honored to be part of the task force. Their industry caucus has been effective in moving forward advanced thinking on initiatives to meet and exceed emissions goals by 2020. She thanked the Air District and Port for their collective responsibilities and work.

6. **Committee Member Comments/Other Business:** There were none.

7. **Time and Place of Next Meeting:** At the Call of the Chair.
8. **Adjournment:** The meeting adjourned at 11:26 a.m.

*/s/ Lisa Harper*  
Clerk of the Boards