

## West Oakland EIP & Pacific Institute Proposal for a Collaborative Approach to the Port Air Quality Improvement Plan

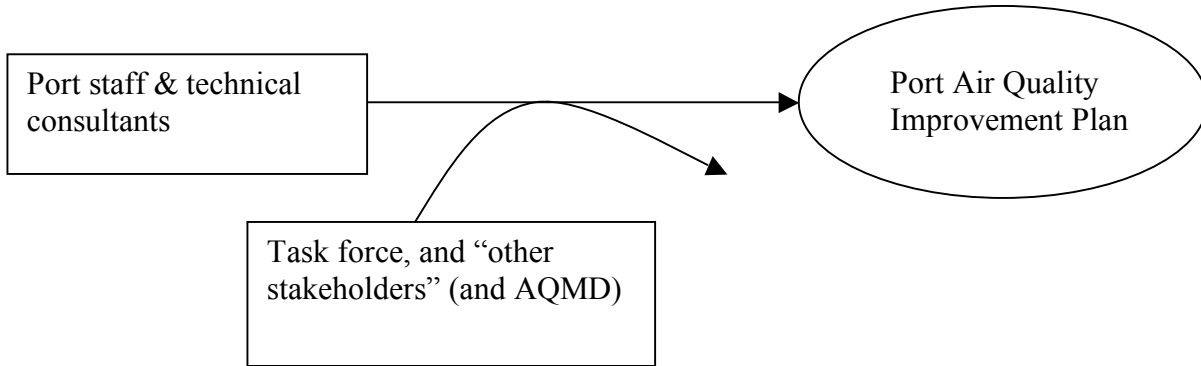
West Oakland EIP and the Community Strategies for Sustainability & Justice Program of the Pacific Institute propose the following goals for the process of developing a Port Air Quality Improvement Plan.

- 1) **The proposed task force should not have just an advisory role.** There needs to be some mechanism other than “trust us” for ensuring that our time put towards this process results in our vision and specific recommendations actually being adopted, that what we say has some binding authority. This can be accomplished through many mechanisms – one possibility is through a supermajority or consensus vote of the task force.
- 2) We believe that **the Air Quality Improvement Plan is not simply a technical document** – it’s not something that should be primarily drafted by the Port and its consultants, with input from the task force and related work teams. The Air Quality Improvement Plan embodies an overall vision as well as specific elements that integrate technical, economic, community, and political realities and forces. A truly comprehensive and holistic plan can only be the product of an integrated process, not one that relies on a distinction between “technical advisors / writers” and “other stakeholders.”
- 3) We believe that **the Plan and all its elements should take into account the following types of criteria** (and the details for each of these can be worked out by the task force):
  - A. **Technological considerations** -- The plan and the specific elements meet criteria of both technological feasibility and excellence / innovation (in other words, pushing the boundaries of what is considered “best available technology”).
  - B. **Community and public health considerations** – The plans and its details will result in specific, measurable improvements in community and public health.
  - C. **Social, economic, geographic, and environmental justice and equity.**
  - D. **Financial considerations** – The plan and its details identify both obvious and innovative sources of funding, and that the funding proposals meet the economic equity criteria mentioned above.
  - E. **Regulatory context** – The plan and its details references (and exceeds) existing and upcoming rules, regulations and recommendations from various regulatory agencies (such as the 85% reduction of goods movement related pollution goal set by an ARB resolution), and exceed these regulations for every category.
  - F. **Effective monitoring, oversight, and evaluation plans.**

One possible structure for achieving this vision is for the overall task force to develop the details of each of these criteria, which would then be applied to the “big picture” vision and goals for the plan, as well as to the specific details for each element of the plan (e.g. for heavy-duty trucking, ocean-going vessels, harbor craft etc.). Those detailed elements themselves would be drafted by various work teams, as described in the stakeholder involvement plan, but with the crucial distinction that Port staff and their consultants participate in those work teams.

In other words, rather than a plan that is essentially written by the Port and its consultants, with input from the task force and other stakeholder, we propose a process of writing the plan through this task force and its work teams, on which the Port & its consultants sit as our equals.

**Current proposal:**



**Our proposal:**

