Agenda:
Aug. 14, 2007 Task Force Meeting

12:00 Lunch
1:00 Welcome and Agenda Review
1:15 Refinements to MAQIP Structure
1:45 Review and Adopt Guiding Principles and Goals
2:35 Quantitative Performance Standards
3:35 Break
3:45 Comments and Suggestions from the Public
3:55 Orientation to Source Document Work Team compilation
4:25 Overview of Emission Control Technologies and Techniques
4:40 Break
4:50 Briefings on Public Health and Aug 1. Seaport Operations Workshop
5:30 Discuss and revise Draft Screening Criteria
6:15 Comments and Suggestions from the Public
6:30 Wrap-up and Next Steps
7:00 Adjourn

Primary Meeting Objectives

1. Brief Task Force members on refinements to MAQIP structure.
2. Review and adopt MAQIP Guiding Principles and Goals.
3. Brief Task Force members on setting performance objectives.
4. Introduce an overview of emission control technologies and the Source Document Work Team's product.
5. Discuss and revise Draft Screening Criteria.
6. Outline next steps and preparations for the September meeting.

Emphasizing Two Task Force Ground Rules

1. Meeting discussion will focus on Task Force members. Members of the public and observers are asked to focus their comments during specified periods periods for public comment.

2. Task Force members agree to voice the interests they have.

Introductions

- Co-Chairs
- New industry Co-Chair
- Task Force members and alternates seated at the main table
  - Name and affiliation
- Technical consultants

New Co-Chair

4th Co-Chair to represent business and industry members of Task Force

Welcome

Mr. Andy Garcia

Executive Vice President

GSC Logistics

Review of Comments Received and Clarification of Plan Content & Structure

Delphine Prévost
Port of Oakland

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MARITIME AIR QUALITY IMPROVEMENT PLAN

Task Force Key Comments

1. Public health is at core of planning effort
2. Clarify MAQIP content and how 'pieces' fit together
3. Don't 'tell us how' to achieve reductions
   - Performance objectives, not prescription
4. Risk reduction "before" emission reduction

1. Public Health

- Substantial revisions made to guiding principles and goals
- Presentation today from County Health Department and BAAQMD's CARE program
- Studying risk-based objectives for MAQIP
- Potential to organize workshop on public health and risk assessment

2. Clarification of Plan Content

a) Geographic scope
b) Pollutants
c) Planning horizon
d) Other air plans as guidance
e) The MAQIP relative to other plans
f) MAQIP Table of Contents

a) Geographic Scope

b) Pollutants Addressed

- Priority on pollutants that are:
  - Identified in 2005 Seaport Air Emissions Inventory
    - Air toxics (e.g. diesel PM)
    - Criteria pollutants (e.g. NOx)
- Pollutants are:
  - Diesel Particulate Matter (DPM)
  - Nitrogen Oxides (NOx)
  - Sulfur Oxides (SOx) – primarily SO2
  - Reactive Organic Gases (ROG)
  - Carbon Monoxide (CO)

c) Planning Horizon

- Consistent with CARB: 2020
- Interim horizon at 5 years: 2012
  - Will be discussed in more detail where appropriate and feasible
- Living document subject to continuous improvement
- At a minimum, review at 5 and 10-year intervals

d) Other Air Plans as Guidance

- Ports of Los Angeles and Long Beach
  - Master/Action Plan – 5 years
  - Moderate to high degree of prescription
  - Detailed analysis of most measures
  - Emission reduction & health goals (pending)
- Pacific Northwest Ports
  - Master Plan with pending action plan - 2020
  - Performance objectives with broadly-defined options
  - Emission reductions focus with some objectives

e) The MAQIP in Perspective

- Best described as hybrid of LA/LB and Northwest Ports plans
- Planned to address:
  - Risk and emissions
  - List of candidate initiatives
  - Implementation, monitoring, reporting program

f) MAQIP Table of Contents

- Introduction (guiding principles and goals)
- Background of air quality, impacts, efforts
- Quantification of emissions and risk
- Quantitative objectives
- Future air quality improvement initiatives
- Implementation, monitoring and reporting

3. Prescription vs. Performance

a) Example
b) Revised approach
c) What does approach mean?
d) Why choose performance over prescription?
e) Challenges of a performance objective

a) Example

Prescriptive Approach

Reduce cancer risk (or emissions) from diesel PM by X% by 2020. Accomplish this by reducing locomotive engine idling times (using idle time limiting devices and improved engine operator training) by 2012 and replacing all older switching engines with new gen-set engines by 2020.

Performance Approach

Reduce cancer risk (or emissions) from diesel PM by X% by 2020. Accomplish this using any and all applicable, proven, and verified control measures and strategies, which may include but not be limited to the following...

b) Revised Approach

- Set objectives as a **performance standard**
  - Flexibility on choice of emission reduction initiatives
  - Responsibility lies with emission source operators and owners to demonstrate performance
  - Port has three-part role

c) What Does This Approach Mean?

- We won't know today exactly what each seaport business will do to cut emissions
  - Some exceptions (e.g. clean truck program)
  - Monitoring and reporting key items for TF
- Will not develop detailed analysis of controls
- Will develop more broadly-defined candidate initiatives that will guide or inform
  - Can pick or expand upon measures developed by TF
  - Can pick other measures

d) Why Performance Objectives?

- Accommodate rapid technological change
- Evaluate feasibility at time of implementation
- Avoids inconsistency with regulations
- Allows flexibility over time and across business operations
- Places responsibility and accountability in the hands of owners, operators, decision-makers

e) Challenges

- Monitoring and reporting are key
  - More flexibility can lead to more uncertainty
  - How to monitor risk? (need emission proxy)
  - Agency partnerships for public health
- Setting the objective
  - Need HRA to provide emission-risk relationship
  - How to cut the pie?

Summary of Comments: 1 though 3

- Revisions made to highlight public health issues
- Geographic scope defined
- Pollutants and planning horizon defined
- MAQIP relative to other air plans
- Table of contents
- Objectives to be set on performance basis
- No detailed development of control measures

➢ **Revised key milestones**

Review and Adopt MAQIP Guiding Principles and Goals

Review and Adopt MAQIP Guiding Principles and Goals

- Port staff and Co-Chairs have digested stakeholder comments from the June Task Force meeting and made revisions
- Review of revisions (Port staff)
- Discuss and Adopt revised Guiding Principles and Goals

Revisions to Guiding Principles and Goals

Delphine Prévost
Port of Oakland

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MARITIME AIR QUALITY IMPROVEMENT PLAN

Revisions to Guiding Principles

- Incorporated
  - Public health impacts
  - Environmental justice principles
  - Effort, not just cost, of emission and risk reductions
- Not incorporated
  - Specific reference to lease agreements, incentives, and other implementation mechanisms

Revisions to Goals

- Incorporated
  - Clarify difference between goals and content of MAQIP
  - Clarify “parameters” of the MAQIP
  - Provide consistency with, but subordination to Principles
  - Reflect performance-based approach
- Not Incorporated
  - Quality of life as a stand-alone goal
  - Reference to specific technologies
  - Specific reference to “mitigation” of impacts

Review and Adopt MAQIP Guiding Principles and Goals

- Port staff and Co-Chairs have digested stakeholder comments from the June Task Force meeting and made revisions
- Review of revisions (Port staff)
- Discuss and Adopt revised Guiding Principles and Goals

Break

4. Risk “Before” Emissions

- We support CARB’s state-wide planning objective
  - 85% state-wide diesel PM health risk reduction by 2020 and other stated reductions for other pollutants
- Port intends to be consistent with state planning
  - Compliance with all applicable laws and regulations
  - Contribute to community-wide risk reduction
- Port intends to develop its own objective
  - Commit to our fair share toward 85%

Performance Objectives

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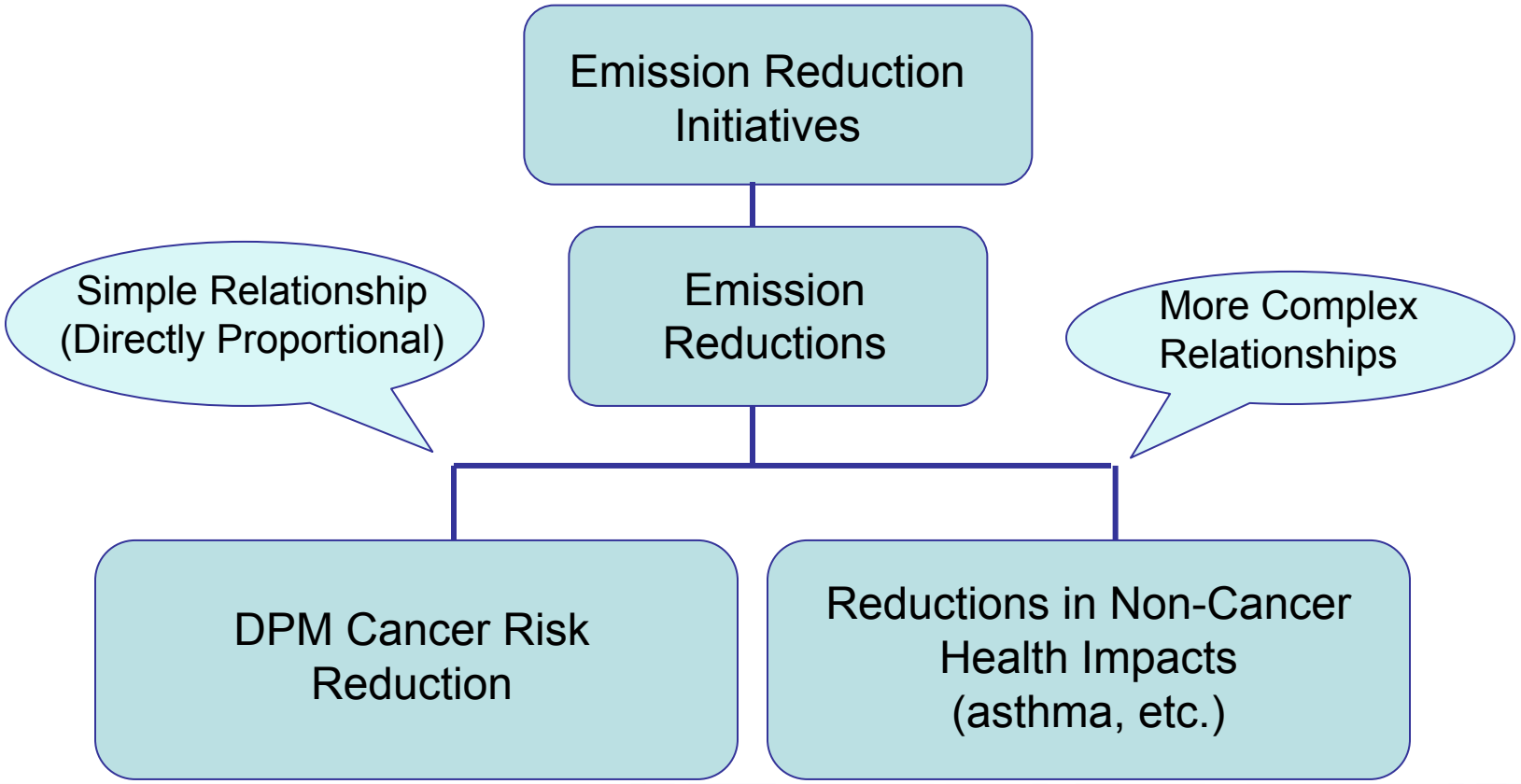
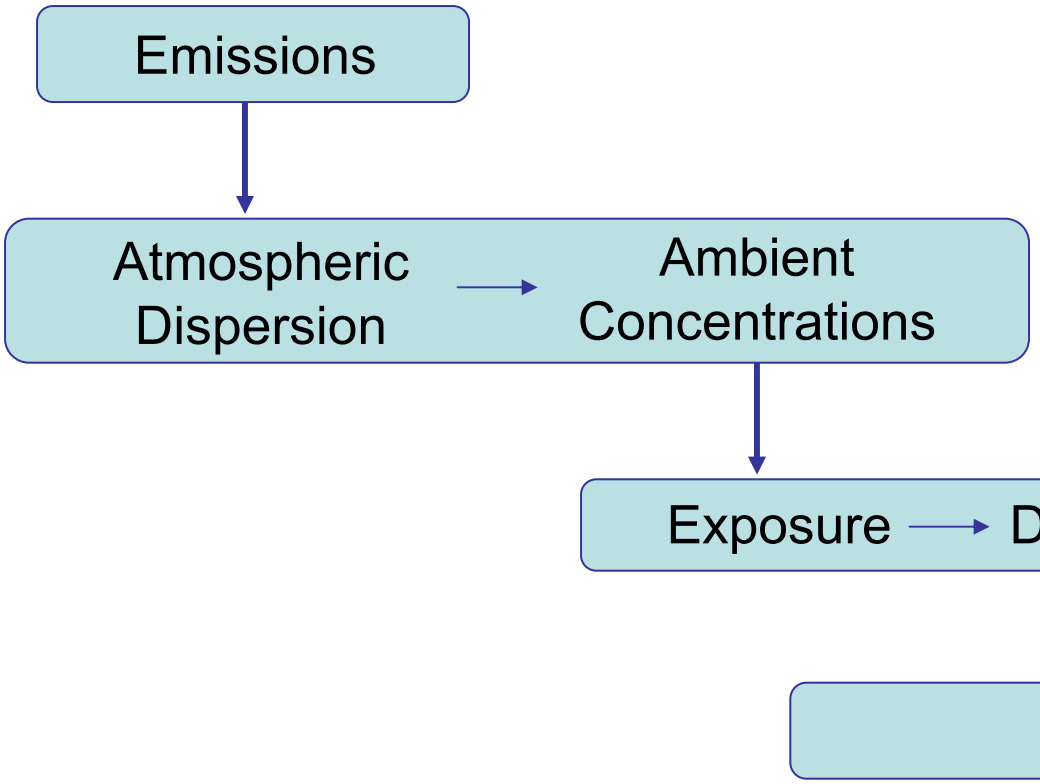
Options

- Public health risk reduction
  - Example: lower DPM cancer risk in West Oakland by XX% below 2005 levels by 2020
- Emissions reduction
  - Example: reduce emissions of pollutant X by YY% below 2005 levels by 2020

Relationships Between Emissions and Health Impacts



Health Risk Assessment

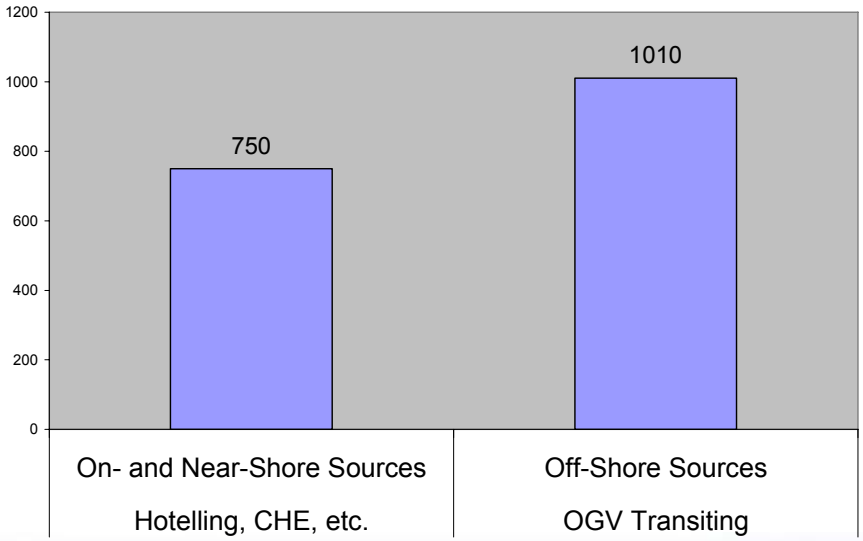


HRA provides linkage between emissions and risk

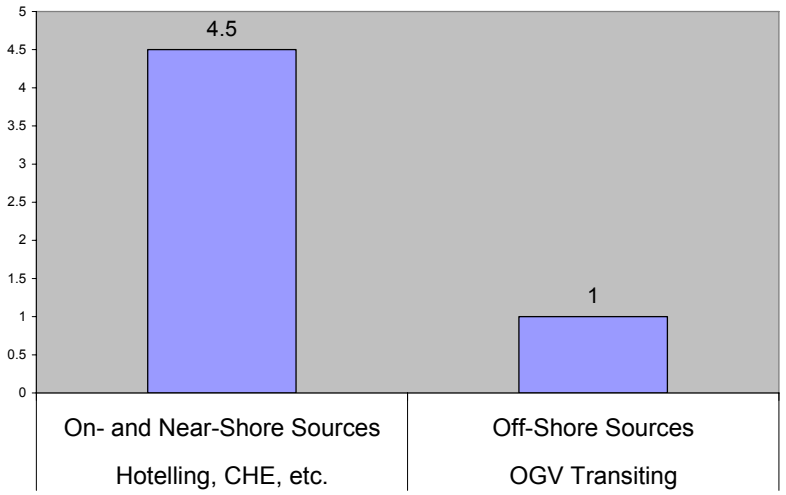
Location, Location, Location

Example from South Coast Ports HRA

Emissions (tons per year)



Relative Exposure



Risk Objective Vs. Emissions Objective

- Emissions
  - Makes source categories planning driver
  - Associated risk reduction can be calculated
- Risk
  - Makes public health impact planning driver
  - Must be translated into a set of emission reductions for each source category
  - Can track progress via emission reductions

Co-Chair Recommendation

- Recap: Options for Primary Planning Objective
  - Emission reduction objective
  - Health risk reduction objective

- **Recommendation**
  - **Health risk reduction objective**

Air Resources Board's Goals for Reducing Diesel PM

Diesel Risk Reduction Plan

- ARB adopted Diesel Risk Reduction Plan in October 2000
- Goals stated in that plan were:
  - 75% reduction in emissions and risk by 2010
  - 85% reduction in emissions and risk by 2020
- Goals assumed technology advancement and aggressive new standards for marine and locomotive engines

Goods Movement Plan

- ARB approved the Goods Movement Emission Reduction Plan in April 2006
- Goals approved in the adopting resolution:
  - Reduce emissions back to 2001 levels by 2010
  - Reduce statewide health risk by 85%
  - Additional goals for NOx
  - Apply emission reduction strategies statewide
  - Reduce localized risk as expeditiously as possible

Measuring Progress

- For general, statewide planning the ARB uses a 1:1 relationship for emission to cancer risk reduction
  - Example: 50% reduction in emissions will result in a 50% reduction in cancer risk
- Assumes that emissions affect exposure equally on a broad scale

Measuring Progress

- For planning purposes where exposure and health risk has been evaluated, such as in the Goods Movement Plan using Ports of LA/LB health risk assessment, the emission reductions were weighted based on health impact
  - Example: The mass diesel PM emission reduction in the Plan for 2020 was reduced by 79%, while the estimated health risk was reduced by 86%

Summary

- Emissions from goods movement affect near-by communities the most
- Weighting puts emphasis on those sources contributing most to community risk
- Regardless of the way you measure progress, reducing localized emissions as expeditiously as possible is critical for reducing community risk

Setting a Risk Reduction Objective for the MAQIP

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Need to Define
(for Setting a Risk Reduction Objective)

1. Health impact (cancer risk)
2. Area of impact (West Oakland)
3. Baseline emissions and associated risk (based on 2005 seaport inventory and West Oakland HRA)
4. Projected emissions
5. Other considerations/factors

Setting a Risk Reduction Objective for the MAQIP

1. Health Impact

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Why Focus on DPM?

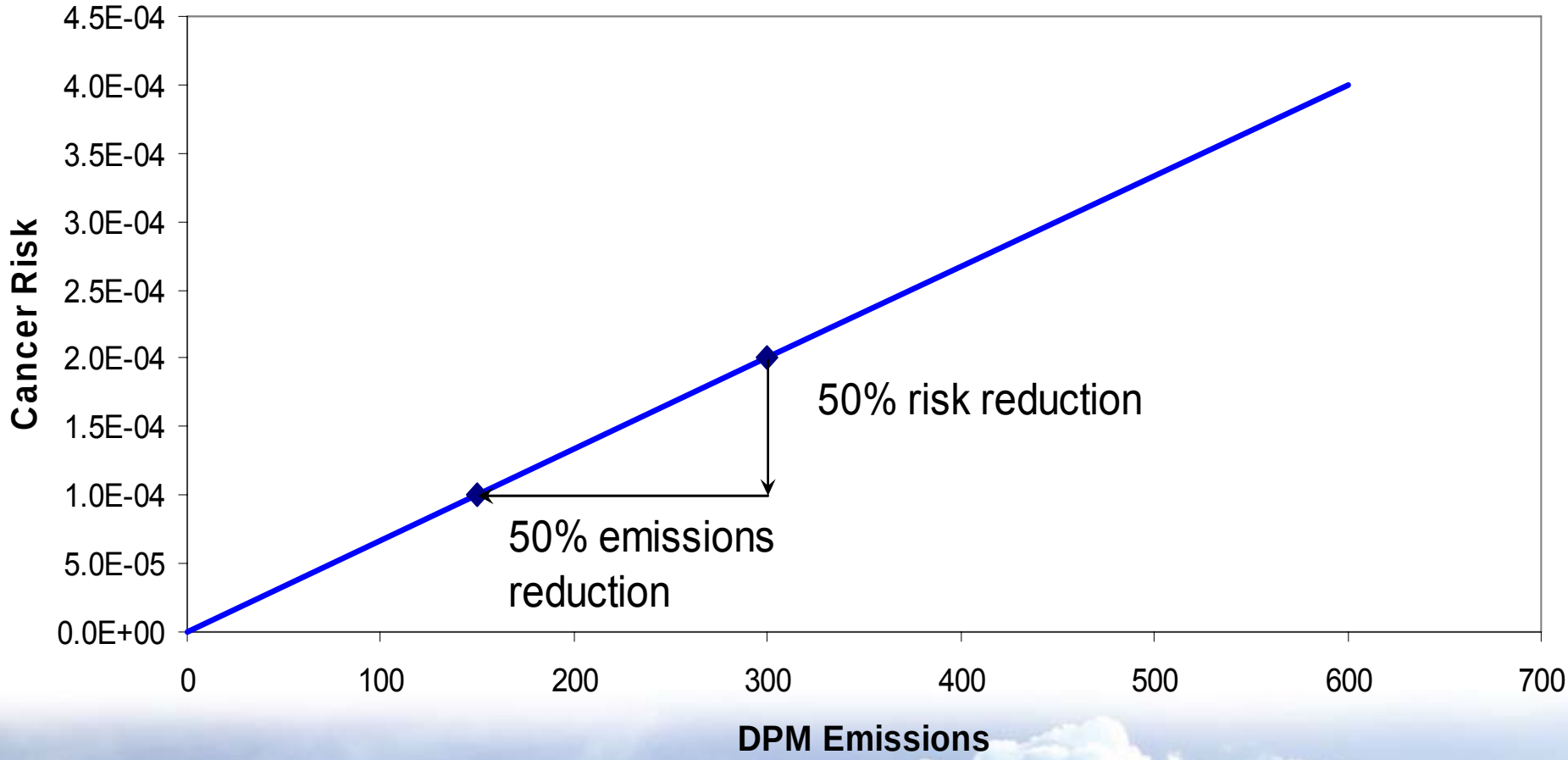
- DPM drives cancer risk
- DPM is pollutant of primary concern locally
  - Therefore, directly impacts West Oakland

- However, must still consider other pollutants
  - NOx, SOx, etc.

Why Focus on Cancer Risk?

- Cancer risk a focus of other diesel risk initiatives
- Reducing DPM exposures also reduces other PM-related health risks
- Cancer risk a useful and convenient benchmark
  - DPM cancer risk directly proportional to DPM exposure
  - DPM exposure from any single source directly proportional to emissions from that source

DPM Emissions → DPM Cancer Risk



Summary - 1. Health Impacts

- Health impacts result from complex interactions
- Two basic types of impacts: cancer and non-cancer
- DPM is pollutant of primary concern locally
- DPM cancer risk reduction has direct relationship with DPM emissions reductions

Setting a Risk Reduction Objective for the MAQIP

2. Area of Impact

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West Oakland

Setting a Risk Reduction Objective for the MAQIP

3. Setting a Baseline for Emissions and Risk

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Baseline

- Risk reduction objective requires a baseline
- Baseline requires an emission inventory
- Port has developed a Draft 2005 Inventory
- CARB using 3 inventories for West Oakland HRA
  - Port of Oakland seaport
  - Union Pacific Railyard
  - Other sources in/adjacent to West Oakland
- Meeting on 8/21/07 at West Oakland Senior Center, 6 pm

Draft Inventory of Diesel PM for West Oakland HRA
(tons per year)

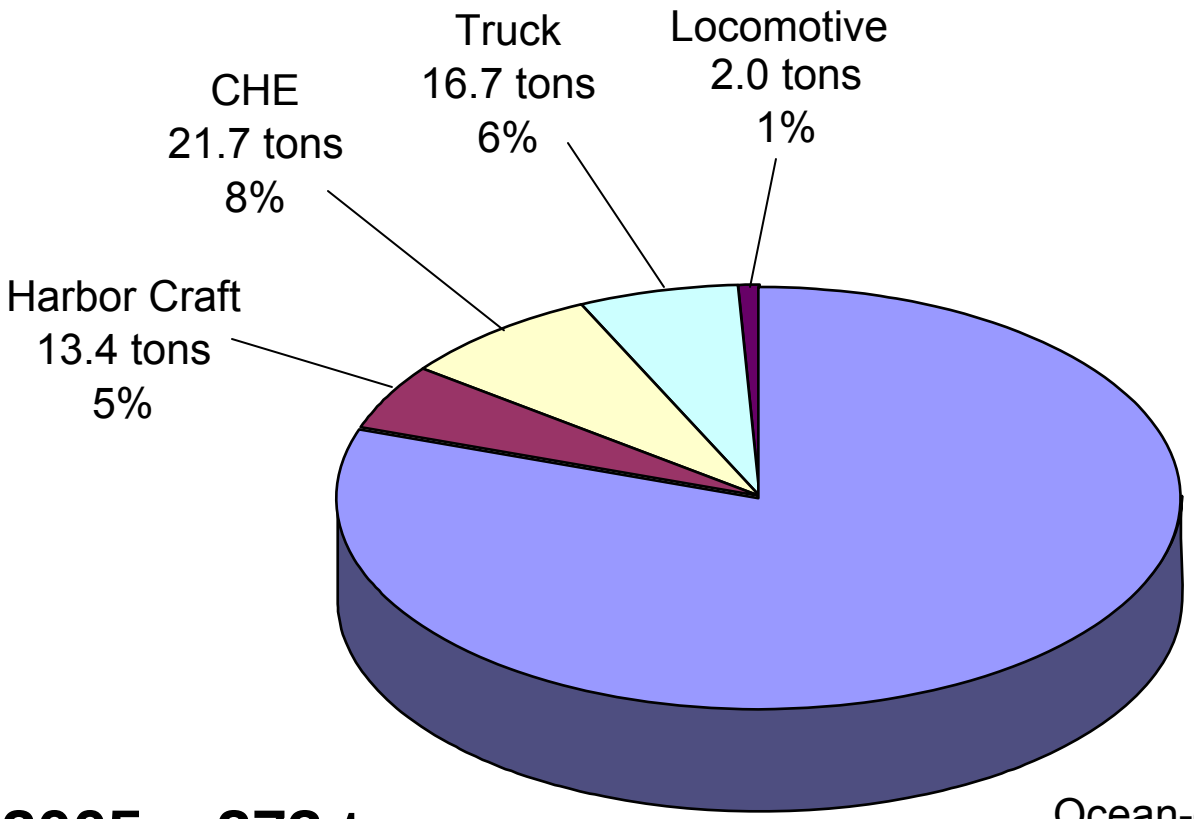
- Part 1 – Port of Oakland 261
- Part 2 – UP Rail Yard 7 to 11
- Part 3 – West Oakland 632

Comments Received

Technical sub-committee reviewed Draft 2005 Seaport Air Emissions Inventory - 8/10/07

- Truck emissions for seaport inventory may be understated
- CARB reviewing truck emissions in Part 3 for potential assignment to seaport inventory or to seaport portion of HRA

Seaport PM Emissions



Total PM in 2005 = 273 tons
Total DPM in 2005 = 261 tons

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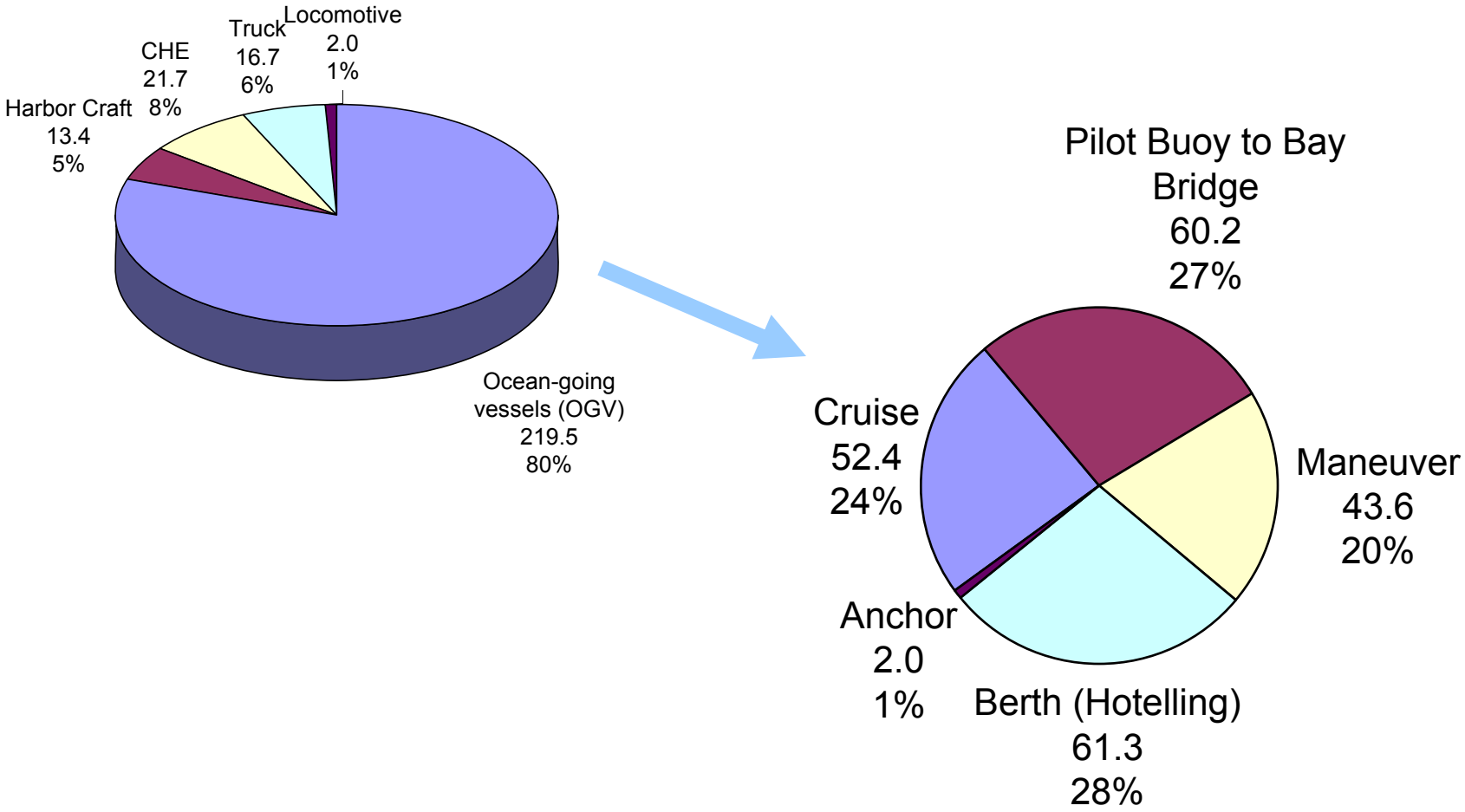
OGV (Ship) PM Emissions



DRAFT

2005 Seaport PM Emissions

Off-Shore	**- OGV** (ships - cruise, pilot buoy to Bay Bridge, maneuver, anchor) **- Harbor craft**	**172 tons***
On & Near Shore	**- OGV** (ships - hotelling) **- Cargo handling** **- Truck** **- Locomotive**	**102 tons***
All Sources		**273 tons***

* Numbers are rounded to nearest ton

2005 Emissions and Risk

	Emissions (tons per year)	DPM Cancer Risk (chances per million)
Port of Oakland Seaport – West Oakland	**273**	**Pending HRA**
S.F. Bay Area Air Basin[1]	**4,600**	**660**

1. Source: CARB Richmond Railyard HRA presentation, 13 June 2007

Summary - 3. Setting a Baseline

- Use 2005 Seaport inventory for baseline
- Seaport DPM emissions are 6% of Bay Area Air Basin total (possibly up to 8%)
- OGVs account for 80% of seaport DPM emissions
- Baseline risk estimate will be obtained from CARB's West Oakland HRA

Co-Chair Recommendation

- Primary "overarching" objective is risk & exposure reduction
  - Quantitative: expressed as % reduction in cancer risk
    - From diesel PM exposure in West Oakland
    - By 2020, relative to 2005
  - Quantify risk by source category using CARB's West Oakland HRA
  - Track risk reduction through emission reductions
  - Agency leadership and coordination to update risk studies
- Secondary objectives
  - Quantitative emission reduction objectives for other pollutants - expressed as %, by 2020 relative to 2005
  - Reduction of non-cancer risks

Setting a Risk Reduction Objective for the MAQIP

4. Emission Projections

Future Year Emissions

- Planning horizons
- Activity level forecasts
- Emissions forecasts

Future Year Emission Forecasts

- Include growth in seaport activity
- Include impacts of all existing regulations
- Include impacts from regulations likely to be enacted in the planning horizon

Seaport Activity Forecasts

Jon Amdur
Port of Oakland Maritime Division

Developing Activity Forecasts

- Review historical trends
- Evaluate anticipated changes in market and technology
- Evaluate capacity needs
- Develop “projects” to address capacity needs
- Make educated assumptions where necessary

Seaport Growth Scenarios

- Low scenario – 4 million TEUs
  - No major capital improvement projects by 2020
  - Growth gradually slows as capacity limits of current facilities are reached
- Medium scenario – 5 million TEUs
  - Certain capital improvement projects are built
  - Rail is key component of growth
- High scenario – 6 million TEUs
  - More aggressive version of medium scenario

Relating Activity Levels to TEUs

- 1.8 TEU = 1 Lift (corrected verbally at meeting)
- Cargo handling equip. truck, & rail scale with TEUs
- Harbor craft activity proportional to vessel calls
- 2005 – 2012
  - Vessel calls and sizes remain at 2005 level
  - Berthing time scales with TEUs
- 2012 – 2020
  - Vessel calls and berthing times share equally in growth
  - Vessel sizes remain constant

Seaport Growth in Perspective

- CARB Emission Reduction Plan:
  - Doubling of cargo throughput at California Ports by 2010 and quadrupling by 2020
- Metropolitan Transportation Commission (MTC)
  - Doubling of cargo throughput at Port of Oakland by 2020
- Seaport projections are generally consistent with MTC projections and lower end of State projections

Seaport Emission Projections

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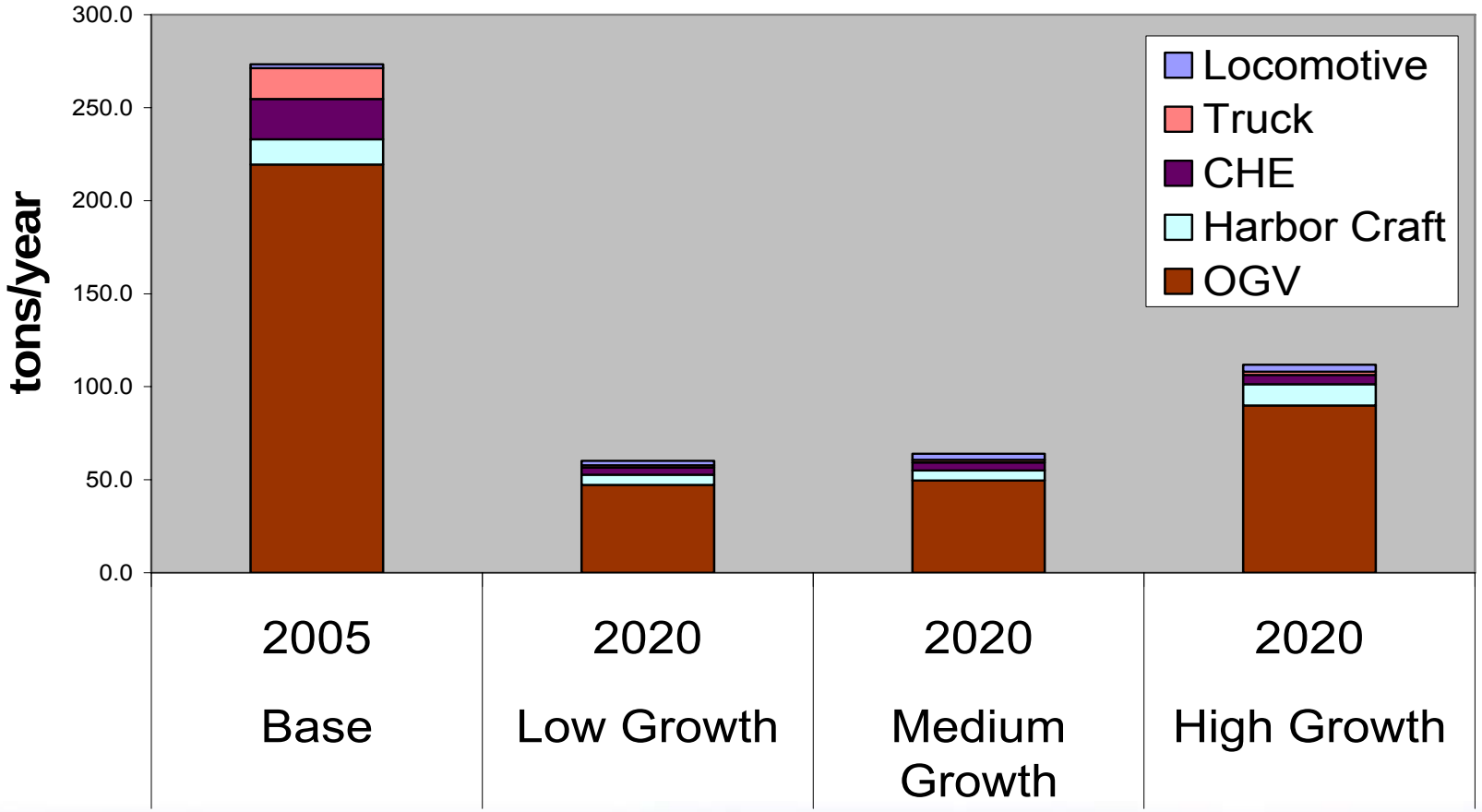
Regulations Included in Projections

- All existing regulations
- Likely future regulations
  - ARB port truck rule
  - ARB on-road in-use truck rule
  - ARB shore-side power rule
  - ARB harbor craft rule
  - ARB OGV (ship) main engine low sulfur fuel rule
  - EPA Tier 3&4 engine rules (locomotives and harbor craft)

PM Emissions by 2020

Includes growth, existing, and proposed regulations



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PM Emission Reductions by 2020

Includes growth, existing, and proposed regulations

- OGV (ships - all except hotelling)
- Harbor Craft

- OGV (ships - hotelling)
- Cargo handling
- Truck
- Rail

Reductions from 2005 by Growth Scenario

	Low	Medium	High
Off-Shore	77%	68%	51%
On & Near-Shore	80%	77%	73%
All Sources	78%	71%	59%

Draft – Do Not Cite or Quote

Other Pollutants Reductions

Reductions by 2020 from 2005 Levels
Expressed as % (approximate)
increase or (reduction)

	On/Near-Shore			Off-Shore			Total		
	Low	Medium	High	Low	Medium	High	Low	Medium	High
ROG	3	16	38	24	27	164	13	21	97
CO	62	81	115	5	7	122	46	60	117
NOx	(29)	(19)	(4)	5	8	123	(11)	(5)	62
SO_2	(83)	(82)	(78)	(94)	(93)	(87)	(90)	(89)	(84)
PM	(80)	(68)	(73)	(77)	(77)	(51)	(78)	(71)	(59)

Summary - 4. Seaport Emission Projections

- Developed activity forecast, projected emissions
- Current regulatory efforts will result in substantial reductions of DPM and SOx emissions from seaport sources despite growth
- Percentage DPM emission reductions for on-shore and near-shore sources are higher than for off-shore sources

Setting a Specific Risk Reduction Objective

5. Other Considerations and Factors

Other Considerations

- Technical and economic factors
- Consistency with state & national air quality plans
- Governmental decision making process
- Objective must be achievable by controlling sources over which the Port has some influence
  - Port's fair share
  - Reductions from other sources in and around West Oakland will contribute to additional public health risk reduction in West Oakland

Break

Public Comments

Guidance for Participation:

- Please link comments to substantive agenda topics completed:
  - Refinements to MAQIP Structure
  - Quantitative Performance Standards

- Please provide brief comments to allow expression of multiple viewpoints

Orientation to Source Document Work Team Compilation of Candidate Actions

CONCUR, Inc. (August 14, 2007)

Source Document Work Team

- Impetus:
  - Repeated suggestions during stakeholder assessment interviews and Task Force meetings to gather ideas from existing documents.
- Charge:
  - Distill a list of candidate actions from suggested source documents, present the draft list as a starting point for Task Force discussion.
- Formation:
  - Volunteers from among Task Force members and alternates

Source Document Work Team

- Representation
  - Cross-interest: industry, labor, public agency, West Oakland community
  - Membership:
    - Brian Beveridge, WOEIP
    - John Berge, PMSA
    - Doug Bloch, Change to Win
    - George Bolton, WOCAG
    - Jamie Fine, USF
    - Margaret Gordon, WOEIP
    - Richard Grow, US EPA
    - Roxanne Johnson, US EPA
    - Steve Lowe, WOCA

Source Document Work Team

- Process
  - All Task Force members invited to suggest Source Documents for review (full list of reviewed documents posted on the CONCUR website)
  - Work Team members volunteered to review individual source documents
  - Work Team met twice by teleconference
  - Individual document summaries were combined into the compiled product

Source Document Work Team

- Work Product
  - 3 elements:
    1. Compiled List of Candidate Actions Drawn from Source Documents
    2. Appendix A: Candidate Actions from the CA Goods Movement Action Plan
    3. Appendix B: Reference information for individual Candidate Actions

Source Document Work Team

- Deliberation among Work Team members
  - Work Team members discussed the merits of further classifying or describing the candidate actions
  - Work Team members noted that candidate actions may require revision to be applicable to the Port of Oakland and West Oakland.
  - Work Team members refrained from evaluating or analyzing candidate actions

Source Document Work Team

- Next steps:
  - Work Team product is intended as a starting point for discussion in September.
  - Task Force members are encouraged to review the list of candidate actions.
  - Task Force members will be asked to add to the list with additional ideas for candidate actions at the September Task Force meeting.
  - Screening criteria will then be applied to the expanded list of candidate actions for inclusion in the MAQIP.

Overview to
Air Quality Initiatives
& Control Measures

Delphine Prévost
Port of Oakland

Chris Lindhjem
Environ

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MARITIME AIR QUALITY IMPROVEMENT PLAN

Purpose of Overview

- Next TF meeting to include brainstorming
- Preparation for next TF meeting involves:
  - Review of source document work team product
  - Review of updated regulatory list (provided today)
  - Review of overview of measures for seaport context (provided today)
  - Individual organizations to review constraints & opportunities
- Come to next Task Force meeting ready to develop list of candidate initiatives

Notes

- General concepts – designed as starting point for further evaluation and discussion
- Intended to be comprehensive list
- Some measures may not be applicable to the Port of Oakland
- Some measures not proven concepts
- Some measures already partially implemented at seaport or will be implemented via regulation

Major Source Categories

- OGV (ships)
  - main engines
  - auxiliary engines
  - hotelling
- Harbor Craft
- Cargo Handling Equipment
- Trucks
- Railyards
  - Line haul engines
  - Switcher engines
  - Cargo handling equipment
- Construction equipment

Port of Oakland Seaport Area

Source Category	Owner/Operator
Ocean Going Vessels (ships)	Carriers
Harbor Craft	Tug Companies; Harbor Pilot
Cargo Handling Equipment	Marine Terminal Operators; Railroads
Trucks	Trucking Companies and Independent Operators
Rail	Railroads
Construction Equipment	Construction Contractors

General Types of Controls

- Use reformulated and alternative fuels
- Install retrofits (DOC, DPF)
- Replace or repower with newer/cleaner equipment
- Efficiency and operational improvements
  - Reduce amount of activity required to move containers through the Port
  - Reduce activity near to or within local neighborhoods

OGV (Ships) – Main Engines

- Vessel speed reduction
- Low sulfur fuels
- Emulsified fuels (fuel-water mix)
- Retrofits and engine modifications
- New engine standards and accelerated fleet turnover

OGV (Ships) – Auxiliary Engines

- Cold ironing
  - Portable clean generators
  - Exhaust after-treatment (hood)
  - Grid power
- Emulsified and other alternative fuels
- Retrofits
- New engine standards and accelerated fleet turnover

Harbor Craft

- Emulsified fuel
- Emulsified and other alternative fuels
- Retrofits
- Accelerated turnover
- Cold ironing

Cargo Handling Equipment

- Diesel-electric hybrids
- Fuel cell technologies
- Terminal electrification
- LPG/LNG powered equipment
- Efficiency improvements
  - Crane double cycling
  - Virtual container yard

Trucks

- Accelerated turnover/retrofit requirements (e.g., Port Truck Replacement Program)
- Efficiency improvements
  - Congestion relief
  - Chassis pools

Railyards (Locomotives)

- Cleaner switcher engines
  - Green goats (diesel-electric hybrids)
  - Generator set (genset) switching engines
  - Accelerate fleet turnover
- Idle reduction measures
- Cleaner line haul engines
- Alternative fuels
- Electrification

Construction

- Green construction contracting practices
- Some overlap with other source categories (e.g. truck/heavy equipment retrofits)
- Incentives and grants

Other

- Technology and innovation program
- Health improvement/monitoring
  - Greenbelts
  - Community health initiatives
  - Asthma clinic

Break

“Seaport Operations and Air Quality”

Workshop - August 1, 2007

Delphine Prévost
Port of Oakland

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MARITIME AIR QUALITY IMPROVEMENT PLAN

Overview of Workshop

- Co-hosted by Port and BAAQMD
- Focus was seaport operations
- Presentations by carriers, bar pilots, tug boats, terminals, trucking, rail, labor, and BAAQMD
- Lots of information to inform MAQIP and seaport planning in general:
  - Oakland relative to other ports
  - Different “players” and how they interface
  - Constraints and opportunities for business activities
  - Air quality initiatives in effect or under study today

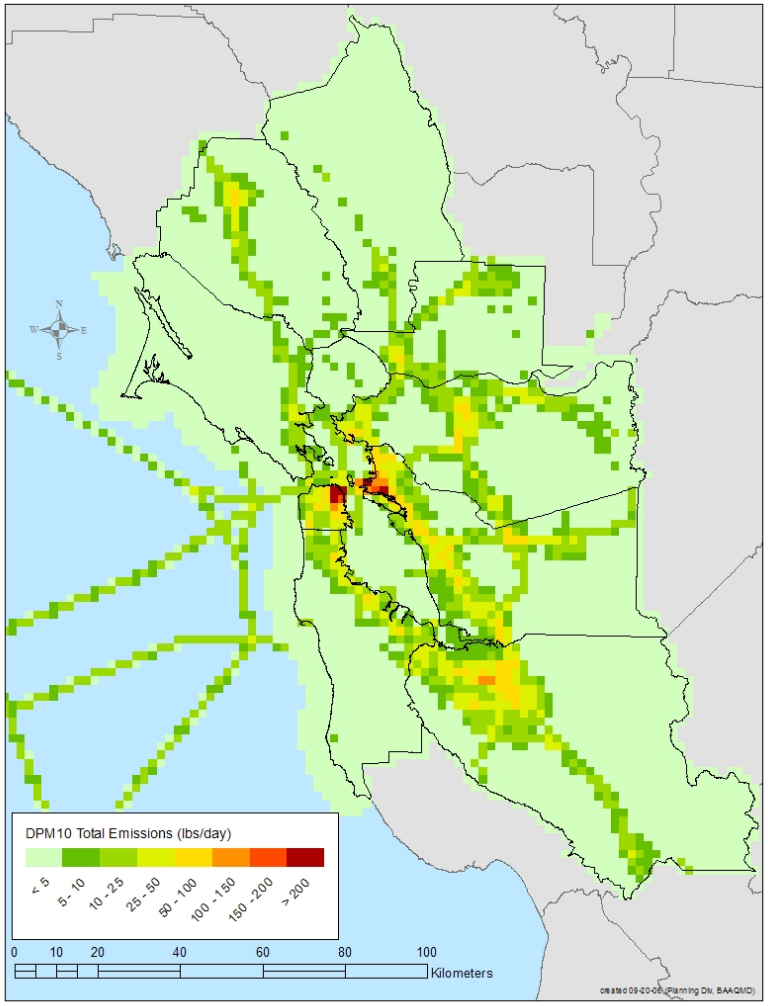
PLACEHOLDER

- ALAMEDA COUNTY PUBLIC HEALTH DEPARTMENT SLIDES (15 MINUTES)

Emissions of Diesel Particulate Matter (PM)

BAAQMD CARE Program

(lbs/day) Estimated for Year 2000



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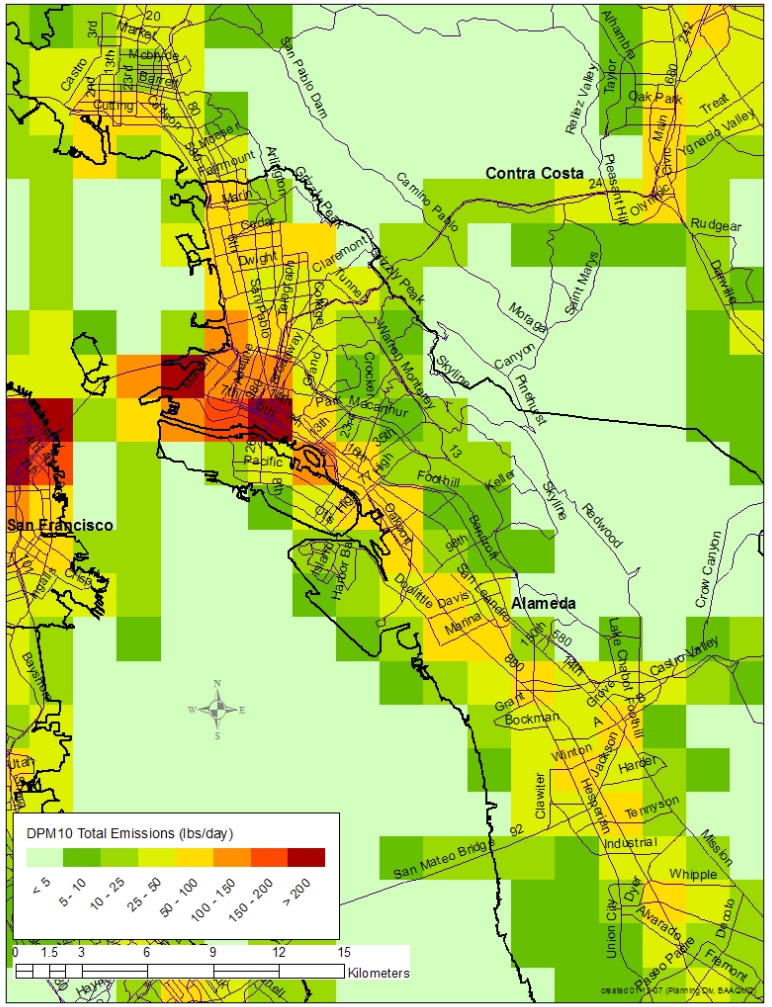

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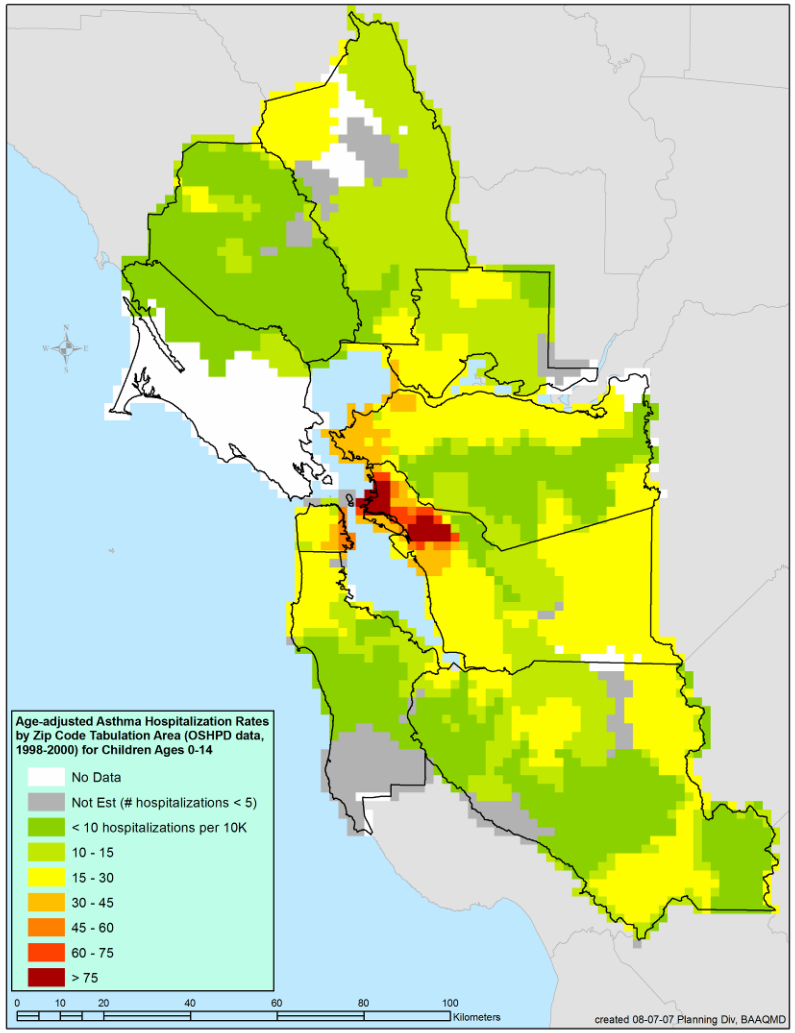
Asthma Hospitalization Rates

Children 14 and Under

BAAQMD CARE Program



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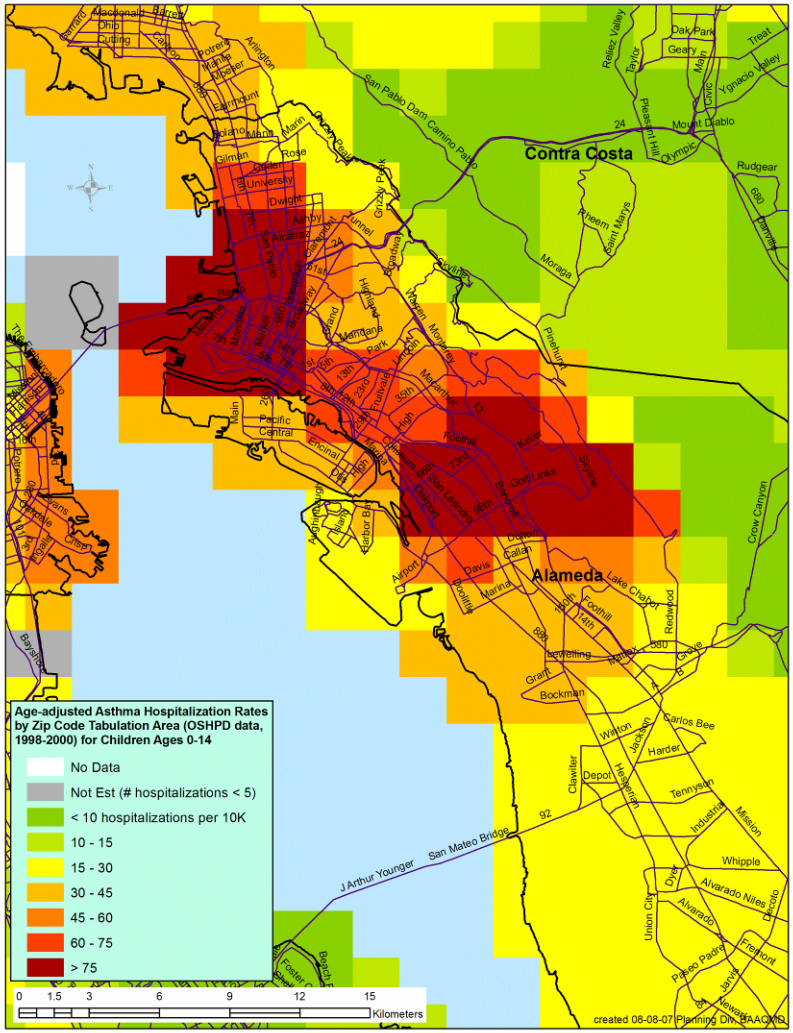

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Discuss and Revise Draft Screening Criteria

Draft Screening Criteria: Introducing discussion

- Purpose of this agenda item:
  - Discuss and revise Draft Screening Criteria.
- How the results of the discussion will be used:
  - Port staff and Co-Chairs will digest these comments and come back to the September meeting with revised Screening Criteria for adoption. A Work Team, working with the Port technical consultants, will then apply the screening criteria to candidate actions for inclusion in the MAQIP.

Screening Criteria

Delphine Prévost
Port of Oakland

Overview and Purpose

- Next TF meeting to include brainstorm of AQ initiatives
- Determine which candidate initiatives/measures suggested by Task Force are included in Plan
- Initiatives are included as guidance for seaport businesses to achieve performance objective
- Initiatives may be used to guide development of performance objective

Draft Screening Criteria: Questions to Guide Discussion

- Which criteria should be revised to make them more clear and useful?
- Which additional criteria should be added?
- Should any of the proposed criteria be deleted?

Public Comments

Guidance for Participation:

- Please link comments to today's substantive agenda topics:
  - Refinements to MAQIP Structure
  - Quantitative Performance Standards
  - Emission control technologies and techniques
  - Source Document Work Team product
  - Briefings: Alameda County Public Health Department and Summary of 8/1 Workshop "Seaport Operations and Air Quality"
  - Draft Screening Criteria
- Please provide brief comments to allow expression of multiple viewpoints

Next Steps

- Reminder to Sign up for Additional Work Teams:
  - Media Subcommittee
  - Drafting MAQIP text to describe stakeholders and their interests
  - Candidate Initiative Screening Work Team
- Reminder to Submit Suggestions for Supplemental Workshops
  - Relationship to MAQIP Task Force meetings: Optional, educational, no decisions made
  - Previous suggestions: Public Health, Control Technologies, Health Risk Assessment
  - Further suggestions from Task Force members welcome
- Next Task Force Meeting Date:
  - Thursday, Sept. 27, 12:00pm - 7:00pm
  - Location to be determined