

Introductory Statement for Use of Potential Air Quality Initiatives

The Air Quality Initiative Screening Work Team of the MAQIP Task Force was charged with reviewing and categorizing numerous potential air quality initiatives to achieve emissions and risk reductions that go beyond regulatory requirements. The initiatives were compiled from two sources: (1) a report prepared by the Source Document Work Team of the Task Force, which included initiatives drawn from a wide range of existing documents; and (2) initiatives provided by Task Force members and members of the public present at the August 14, 2007, MAQIP meeting.

The eleven-member Work Team reviewed 355 initiatives first to identify those that directly reduce air emissions and health risk (“round 1”). These initiatives moved on to “round 2,” which involved screening the initiatives using the seven screening criteria adopted by the Task Force on August 14, 2007. The “Round 2” screening effort generated two lists: Initiatives of Primary Interest and Initiatives of Secondary Interest. The initiatives that did not move to “round 2” were, where possible, grouped into the following categories:

- Key concepts
- Policy
- Forum/collaboration
- Funding
- Health risk
- Incentives/penalties
- Research/further study/technology advancement
- Too vague
- Not applicable

Primary Interest Initiatives (“Primary List”)

The Primary Interest Initiatives list includes those measures that 8 or more work team members identified as meeting all seven criteria. This list represents those initiatives that, according to the work team’s review, are of primary interest for reducing emissions and health risks associated with Port of Oakland seaport activities. This list is not exhaustive and we anticipate that, over time, other initiatives that meet all seven criteria could be suggested or pursued by the Port, its business partners, its agency partners, or other stakeholders.

The list is intended to function as a suggestive or guiding instrument for actions that may be taken by the Port, its business partners, its agency partners, or other stakeholders. The Port plans to give preference to actions that are (1) identified on this list, (2) equivalent to or better than initiatives identified on this list, (3) generally consistent with measures on this list, or (3) other measures that may be suggested over time that meet all seven criteria. The Port will generally exercise such preference when the Port (1) itself selects an initiative for implementation, (2) provides incentives for implementation by others, or (3) provides other support for implementation by others. Because the Port cannot implement all the initiatives reviewed by the Work Team, we expect that our business, agency, and community partners will do the same.

To the maximum extent feasible given schedule constraints (for example, funding application deadlines) the on-going MAQIP Stakeholder Group will be advisory and will provide input on the development and implementation of initiatives, particularly those actions that may be suggested over time but are not reflected in the MAQIP at the time of publication.

Secondary Interest Initiatives (“Secondary List”)

The Secondary Interest Initiatives list includes those initiatives that 8 or more work team identified as worthy of pursuit, but which did not meet all seven criteria. As with the Primary List, the Secondary List is intended to function as suggestive or guiding instrument for actions that may be taken by the Port, its business partners, its agency partners, or other stakeholders. Generally, we expect that an initiative, or its equivalent, on the Secondary List would be implemented only if it can meet all seven criteria. However, there may be exceptions to this general rule. Some examples of exceptions include:

- (1) An initiative whose benefits cannot be easily tracked over time (criterion # 4) could be implemented because of a shared understanding that emission and/or risk reductions would result from implementation (for example, prohibition on overnight truck parking in residential areas of West Oakland)
- (2) Recognizing that other agencies (for example, the BAAQMD) may be legally bound by criteria that are different than those used by the MAQIP Work Team, agency funding may become available for an initiative with benefits that are *primarily* regional rather than local (Criterion #3); the Port or other implementing entity may therefore pursue an initiative on the Secondary List ahead of an initiative on the Primary List.
- (3) Limitations of funding, time, or other resources could allow for complete implementation of a Secondary List initiative while they could only result in partial implementation of a Primary List initiative. In such a case, implementation of the Secondary List initiative would be more desirable.

Exceptions should be evaluated carefully so as seek maximization of local emission and risk reduction, in accordance with the Guiding Principles of the MAQIP. To the maximum extent feasible given schedule constraints (for example, funding application deadlines) the on-going MAQIP Stakeholder Group will be advisory and will provide input on the development and implementation of initiatives, particularly those actions that may be suggested over time but are not reflected in the MAQIP at the time of publication.

Notes and Other Considerations

The Work Team performed its review and categorization of the 355 initiatives to the best of its ability, given its combined knowledge and expertise. As outlined in the Screening Criteria document adopted by the Task Force on August 14, 2007, the implementation of any initiative on either the Primary or Secondary List is subject to economic, legal, and technological feasibility. We expect that the entity intending to implement and/or fund the initiative will perform this feasibility analysis at the appropriate time. Furthermore, because the initiatives reviewed by the Work Team are broadly defined, and in some cases vague, we expect that additional development of the initiatives will be needed prior to feasibility analysis. Again, we expect that the entity intending to implement and/or fund the initiative

MAQIP Planning Document

Action: NA

Meeting: 12/14/07

Status: Draft - subject to revision

Prepared by: Port of Oakland

Prepared on: December 7, 2007

Review provided by: Co-Chairs

will perform this feasibility analysis at the appropriate time, since such details are best fleshed out by entity accountable for implementation.

Finally, we expect that the selection of initiatives will be made, to the extent possible, in consultation with the CARB's West Oakland human health risk assessment, such that initiatives shown to have the greatest potential to reduce health risk are prioritized within the bounds of feasibility.