



Ellen Joslin Johnck  
Executive Director

June 1, 2010

Transmitted via electronic and facsimile mail

**BOARD OF DIRECTORS**

Michael Clark, President  
Port of Redwood City  
Rick Rhoads, Vice-President  
Marina & Nichol  
Philip Lobeznik, Secretary-Treasurer  
LFR, Inc.

William Adams  
International Longshore  
& Warehouse Union

Louie Armstrong  
URS Corporation

Richard Aschleris  
Port of Stockton

John Briscoe  
Briscoe, Ivester & Bazel LLP

William Butler  
Hanson Aggregates,  
Northern California

Paul Campos  
Home Builders  
Association of N. California

Peter Dailey  
Port of San Francisco

JoAnne L. Dunne  
Miller Stern Regosa

BILL T. Dutra  
The Dutra Group

James Fiedler  
Santa Clara Valley Water District

Grog Gibson  
Pacific Inlet-Club Yacht Association

Roberta Goulet  
Contra Costa County Water Agency

Bill Hanson  
Great Lakes Dredge & Dock, Inc.

Eric Haug  
Manson Construction Co.

Eric J. Hinzl  
Kennedy/Jenks Consultants, Inc.

David W. Jefferson  
Burdell Ranch Wetland  
Conservation Bank

Gary M. Levin  
Levin-Richmond Terminal Corp.

James D. Levine  
Montezuma Wetlands LLC

Tory Lizarraga  
Chevron Petroleum Company

Barry Lubovick  
Building & Construction  
Trades Council of Alameda County

Mike Luken  
Port of West Sacramento

James C. Matzorka  
Port of Richmond

John Schneider  
Tesoro Refining and  
Marketing Company

Paul Shepherd  
Cargill Salt

Richard Sinkoff  
Port of Oakland

Scott D. Warner  
AMEC Geomatics

Daniel Weissenthat  
Alameda County Public  
Works Agency

The Honorable Mary Nichols, Chairperson

Hon. Daniel Sperling

Hon. Ken Yeager

Hon. Dorene D'Adamo

Hon. Barbara Riordan

Hon. John R. Balmes, M.D.

Hon. Lydia H. Kennard

Hon. Sandra Berg

Hon. Ron Roberts

Hon. John G. Telles, M.D.

Hon. Ronald O. Loveridge

California Air Resources Board (ARB)

1001 "I" Street

P.O. Box 2815

Sacramento, CA 95812

RE: Port of Oakland's Application for Proposition 1B Funds for shore power

Dear Chairperson Nichols and members of the Board:

The Bay Planning Coalition (BPC) supports the application for granting the maximum amount eligible of Proposition 1B funds to implement shore power at the Port of Oakland. The most effective implementation of a shore power program at the Port is based on receiving the maximum eligible amount to enable the Port to clean up the air and to simultaneously sustain revenues at the Port thereby ensuring the continued delivery of health and economic benefits to the local community, the region and the State.

Why is full funding important to BPC?

1. BPC and its member businesses have been working diligently to meet the reduction goals for diesel particulate emissions adopted by ARB in both the Diesel Risk Reduction Plan (2000) and in the 2006 Goods Movement Emission Reduction Plan and its recent regulations, such as the December, 2007 Shore Power regulation.
2. On the statewide level, BPC has spent multiple hours in the stakeholder group process to develop a comprehensive and integrated approach to goods movement by incorporating a goods movement-related public health and environmental, community, security and public safety impact mitigation program. It presents the "how," "when" and "who" required to integrate these efforts and specifically presents a framework for decision making regarding candidate actions and solution sets to achieve simultaneous and continuous improvement for each of the impact areas. Many more hours were spent on developing the financing guidelines for decision making.

Page 2  
June 1, 2010  
Port of Oakland's Application for Proposition 1B Funds for shore power

3. At the local level, BPC actions have been and continue to be carried out through the local Maritime Air Quality Improvement Plan (MAQIP) at the Port of Oakland and also through the partnership BPC has established through a Memorandum of Agreement with the local Bay Area Air Quality Management District (BAAQMD) to conduct a Bay Area Seaport Air Emissions Inventory at the other four ports.

In addition, we worked with the Port of San Francisco, the cruise industry, the San Francisco Public Utilities Commission and the BAAQMD establishing a financial partnership to implement shore power at the cruise ship terminal. The shore power program could not have happened were it not for the leveraging of financial contributions from all partners. A true financial partnership is what must happen at the Port of Oakland. We are relying on ARB to carry out its responsibility as mandated by the California voters and established in the Proposition 1B eligibility guidelines.

Cleaning up the air via the installation of shore power is vitally important to us. We urge you to support and fund this important Goods Movement Emission Reduction infrastructure project – shore power. We want the efforts of the maritime industry to reduce emissions to count, which is based on leveraging and partnerships. The shipping lines are spending up to \$1 billion to retrofit their vessels to plug into the power grid when docked. These efforts need to be matched simultaneously with the Port's installation of an energy source at the dock. The granting of the eligible amount from the Proposition 1B funds will provide essential funding for the Port of Oakland to meet the largely unfunded expenses for land-side improvements at an estimated cost of \$128 million.

The installation of shore power fulfills the actions adopted in the Port of Oakland's Maritime Air Quality Improvement Plan (MAQIP), which was developed by multiple stakeholders. These stakeholders included ARB and the Bay Area Air Quality Management District (BAAQMD) as well as the BPC and other agency, customer, community and non-governmental agencies (NGOs). Shore power is identified in the MAQIP as a critical project to meet the goal of reducing diesel emissions by 85% by 2020.

Thank you for your serious consideration to fully fund the land-side shore power improvements without which the landside leg of the program package will be broken. Please do not turn your back on the expectations established in the Goods Movement Action Plan and Prop 1B funding mechanism and fully fund the Port of Oakland's application.

Sincerely yours,



Ellen Joslin Johnck  
Executive Director

CC: Hon. Ron Dellums, Mayor, City of Oakland  
President Victor Uno and Oakland Board of Port Commissioners  
Omar R. Benjamin, Executive Director, Port of Oakland