Cindy T.

January 10, 2006

Sunne Wright McPeak, Secretary
California Business, Transportation
& Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814

Alan C. Lloyd, PhD., Secretary
California Environmental Protection Agency
1001 "I" Street
Sacramento, CA 95814

Re: Phase II Progress Report: Draft Framework for Action

Dear Secretaries McPeak and Lloyd:

On behalf of the Goods Movement Subcommittee of the Bay Area Ditching Dirty Diesel Collaborative we would like to officially submit the attached Bay Area mitigation wish list, to be entered officially into the record of public comments on the Goods Movement Action Plan, Draft Framework for Action. One of our primary concerns throughout this entire process, and one that has been expressed by our colleagues in numerous letters and at the Integrating work group itself, is that the State appears to have a devised a concrete list of infrastructure projects without thoughtfully planning for current and future mitigation needs.

We feel that the plan's emphasis on infrastructure development and expansion, and lack of attention to community impacts and health clearly signals the priority of the administration—to build without adequate attention to the consequences on human health and the environment. On the Integrating work group, we have been consistent in calling for the environmental, public health, and community impacts to be central in the discussion and analysis of any infrastructure expansion proposals. Yet, this important analysis remains absent from the Draft Framework for Action. We do not believe it is enough that the discussion is isolated to the ARB report.

We also recognize that Secretary McPeak and Secretary Lloyd as well as several co-chairs of the various working groups have encouraged community stakeholders to provide feedback on the plan. We firmly believe that it is those stakeholders from goods movement affected communities that can most effectively identify their individual communities' mitigation needs. While fenceline communities suffer most of the negative consequences from goods movement, they receive little to none of the benefits. The attached Bay Area mitigation wish list is a region wide document that addresses specific mitigation activities, the community for which the activity is relevant, timeframe, projected impact/benefits, and cost if information is available.

While the current draft Framework for Action contains a principle that refers to a commitment to "simultaneous and continuous" improvements, we are concerned that the plan reflects a deficit of information or any substantive discussion regarding funding for mitigation. It is our hope that the attached document will make its way into any final

Goods Movement Action Plan, and will help lay the foundation for meaningful discussion about the urgent needs of goods movement impacted communities. It is also our hope that this document will not just end up in an archive somewhere, but will serve to enhance the dialogue that takes place between government agencies and impacted communities.

Sincerely,
The Goods Movement Subcommittee of the Ditching Dirty Diesel Collaborative

Bay Area Mitigation Demands: From Goods Movement Impacted Communities

A. Mitigation of Pollution

COMMUNITY	MITIGATION ACTIVITY	TIME-FRAME	IMPACT	COST
West Oakland	Move truck related services and businesses away from community and onto army base	1-2 years	▪ Reduction in emissions and exposure ▪ Improved quality of life for residents	N/a
West Oakland, Richmond & San Francisco	Shoreside power for ships	Within 2 years	Reduction in emissions	N/a
West Oakland & Richmond *& San Francisco?*	Electrification for trucks/any diesel engine at port	Within 2 years	Reduction in emissions	N/a
West Oakland & Richmond	Replace all Switching locomotives with tier II or cleaner engines	1-2 years	Reduction in emissions	N/a
West Oakland & Richmond	Install automatic idle controls on all locomotives	Within 1 year	Reduction in emissions	N/a
West Oakland	Replace all pre-1988 trucks with 1999 or newer models (through fleet mod funding)	1-3 years	Reduction in emissions	N/a
West Oakland	Retrofit all 1989 and newer trucks with the most efficient verified controls compatible (Min. level 2- 50% PM control or better)	1-3 years	Reduction in emissions	N/a
West Oakland	Require all ships calling on Oakland more than 2x per year to install best available control technology	2-5 years	Reduction in Emissions	
West Oakland & San Francisco	Eliminate the use of toxic fumigants including Methyl Bromide (non-toxic & non-ozone layer destroying alternatives should be substituted)	Within 1 year	Reduction in Emissions	
San Leandro	Get rid of the easements that are currently used in exchange for mitigation *(What does this mean?)*	1-2 years	More mitigation will actually occur	None?
San Leandro	Clean Cargo Handling Equipment at the Airport	2-3 years	Reduction in Emiss-ions & Exposure	

Richmond & San Francisco	Convert all diesel Gantry cranes to electric power	Within 1 year	Reduction in emissions	N/a
All Bay Area communities	Idling law enforcement—plan for how this will happen ▪ Funding for enforcement of idling laws by local Air Districts ▪ Pass legislation to give local Air Districts authority to enforce idling law	1-2 years	▪ Reduction in emissions and exposure ▪ Improved quality of life for residents	N/a
All Bay Area Communities	Distribution Center Clean Up Program (including register-ing w/ the air district, and instituting a clean fleet policy for trucks & off-road equipment)	1-3 years	Reduction in Emissions & Exposure	

B. Strategies from No Net Increase Process Not Included in Above List

COMMUNITY	CATEGORY	MITIGATION ACTIVITY	TIME-FRAME	RECOMMENDATION TO INCLUDE
West Oakland, Richmond & San Francisco	Ships (Ocean-Going Vessels)	Cleaner Marine Fuels for both Auxiliary & Main Propulsion Engines	1-2 years	Yes; cleaner marine fuels can be phased in much faster & more broadly than recent state adopted rules.
		Allow only the Cleanest Ships to go to Bay Area ports	3-5 years	Maybe; there are some feasibility questions here; other measures (cleaner fuels & retrofits) may be more effective.
		Require Emission Controls	3-5 years	Yes; this is expensive, but if they can do it in Europe, why not here?
		Cleaner engine and/or fuel requirements for frequent callers	3-5 years	Maybe; this is more complicated than clean standards across the board for all ships.
		Vessel Speed Reduction Program	1 year	No; there are signif. Enforcement concerns w/ this; other measures that ensure reductions are preferable.
West Oakland, Richmond & San Francisco	Harbor Craft (Tugs & similar boats)	Require electric or alt fuel dredges	1-2 years	Yes; many ports are already using electric dredges.

		Cleaner fuels, retrofits or repowers (in-use clean up)	2-3 years	Maybe; Low sulfur fuel requirements begin in 2007 & ARB will pass a harbor craft clean up rule next year; this may not be worth the effort.
		Shoreside power	2-3 years	Yes; this should be a no-brainer, as tugs idle often while waiting between jobs.
West Oakland, Richmond & San Francisco	Cargo Handling Equipment	Alternative Fuel Yard Equipment	3-5 years	Maybe; the benefits may be very small after the required clean up of the recent CHE rule is factored in.
West Oakland, San Leandro, Richmond & San Francisco	Trucks	Inspection & Maintenance Program (Smog Check for trucks)	2-3 years	Yes; the current voluntary & random inspection programs are not working. Smog check has helped keep smoking cars off the road – why not trucks?
West Oakland, & Richmond	Rail	MOU to require cleanest locs.	2-3 years	No; the last MOU left a bad taste / enough said.
		Cleaner Line Haul locs	2-3 years	Maybe; this is much less of a priority than cleaning up the dirty old switchers locs.

C. Programs Addressing Other Community Impacts

COMMUNITY	ACTIVITY	TIME-FRAME	IMPACT	COST
West Oakland	Truck Parking Services at the Port of Oakland	Within 1 year	Keep trucks from trucking on residential streets.	
West Oakland	Pedestrian/bike access to new Shorline Park as part of the 7th St/Union Pacific Grade Separation project	Within 1-2 years	Recreational	
West Oakland & San Leandro	Dedicated truck lanes on I-880 between the Port and I-238 connector to I-580.	1-3 years	Safety	
West Oakland, San Leandro, Richmond	Air monitors (that can measure Black Carbon & PM 2.5) placed on 7th Street and other high traffic areas of West Oakland; in Marina and Davis West communities of San Leandro (covers freeway, big box, railway); and throughout West County. Ensure that data collected is consistent & publicly available in a timely manner.	Within 1 year	Find out extent of emissions and help create database; community right-to-know exposure	?
Richmond*	Pass ordinance to prevent any more Big Box development	1-2 years	Reduce magnet sources for diesel pollution	N/a
Richmond*	Truck route	Within 1 year	Reduce community exposure to diesel	N/a
All Bay Area Communities	Use HEPA filters in all new construction within goods movement impacted areas	1-3 years	Reduce exposure to outdoor pollution: ▪ Cleaner indoor air ▪ Healthier homes & people	N/a
All Bay Area Communities	Cumulative Risk and existing Impact assessment in all 'fence line' communities.	1-2 years	Right to know: Empower residents with complete information on health risks within the community	
All Bay Area Communities	Community leadership roles in all local GM development projects: Port, CalTrans, City, private industry.	Immediately	Allow impacted communities to have a meaningful voice in discussions	N/a

			over future development	
All Bay Area communities	Funding so that communities can do their own indoor air monitoring studies	1-2 years	Find out extent of emissions and help create database	N/a
All Bay Area Communities	Mandatory (2000 foot?) buffer zone between any new homes, schools, child care facilities or "sensitive sites" and port terminals, rail yards, freeways or truck-routes	Within 1 year	Reduce exposure to toxic pollutants among sensitive populations	N/A
All Bay Area Communities	Funding for baseline community health assessment to cover all school age children	Within 1 year	Document health impacts experienced at the community level	

*** These measures may require local action as opposed to state regulation or legislation.**

Discussion Points:

(From Brian) Pages V-13 and V-14 of the GM Phase I report include a bunch of Port and Hiway projects for Oakland. Should we be supporting some of those? How about asking for a fractional set-aside from each budget for Mitigation or Community Participation support? How do our demands relate directly to the projects in the funding pipeline?

(From Frank Gallo) I don't know if it is appropriate to include in the Mitigation Demand boxes , but the issue of hiring local people from the immediate, and impacted communities is not covered here. Besides helping to improve an economically disadvantaged area this policy would help reduce congestion.

In discussing the impacts of concentrating truck activity on the army base we talked about the benefit to the community of West Oakland primarily in terms of health. Should we also mention the benefits accrued to the Port and Oakland as well ? Concentrated, specialized,state of the art , more efficient, facilities to deal with freight . We keep good paying jobs in the urban core, and provide truckers with a clean full service facility that is missing in the Bay Area. What better place for such a facility than a nexus of Rail, Maritime, Air Port, and major freeways?

About ALT fuels. Could the Cranes be converted to operate with CNG - just like fork lifts ? Or, if there is going to be plug in power, is there a plan to run the cranes on electric power instead of diesel ? They are right there where the ships are supposed to plug in. *All of the large cranes used to unload ships should be fully electrified at this point. If that's not the case outside of Oakland (where they claim it's been done), we should demand it.*