

Resolution No. 013-00-COE

(Clean Ferry Resolution)

URGING THE BOARD OF SUPERVISORS AND THE MAYOR OF THE CITY AND COUNTY OF SAN FRANCISCO TO URGE THE GOLDEN GATE NATIONAL RECREATION AREA (GGNRA) AND ALL OTHER FERRY OPERATORS TO PURSUE CLEANER MARINE TECHNOLOGIES, ADOPT DIESEL EMISSIONS REDUCTION STRATEGIES, AND DEVELOP ALTERNATIVE FUEL AND FERRY DESIGN DEMONSTRATION PROJECTS AND TO URGE THE BAY AREA WATER TRANSIT AUTHORITY (BAWTA) TO ESTABLISH A CLEANER MARINE TECHNOLOGY COMMITTEE TO SEEK FINANCING FOR AND DEVELOP A NATURAL GAS DEMONSTRATION VESSEL AND AN ALTERNATIVE FUEL FERRY PLAN.

WHEREAS, The San Francisco Commission on the Environment is committed to reducing air and water pollution in San Francisco and to combating global climate change; and,

WHEREAS, On July 10th, 1999 the EPA re-designated the San Francisco Bay Area from maintenance to non-attainment for the Federal one-hour ozone standard; and,

WHEREAS, The EPA recently proposed stricter emission standards to reduce diesel emissions; and,

WHEREAS, The California Air Resources Board recently adopted a set of regulations to reduce air pollution from the most populated areas of the State; and,

WHEREAS, The United States is heavily dependent on foreign oil supplies, and the transportation sector depends on petroleum for 97 percent of its needs, which exacerbates price volatility, adds to national trade imbalance, and decreases National Energy Security; and,

WHEREAS, Alternative fuels and fuel cells in combination with emissions reduction technology advances may protect municipalities from future regular gas price spikes, and/or offer significant emissions reductions; and,

WHEREAS, Various universities, agencies, and other research organizations are studying new advances in marine propulsion technology for potential use on certain routes to demonstrate the viability of low and zero emission technology for marine vessels; and

WHEREAS, The successful use of fuel cells, solar, and wind technology in prototype vessels indicates that these technologies hold promise for ferries on certain routes; and,

WHEREAS, a company in Australia has developed an ultra low emissions solar, wind, electricity, and natural gas powered prototype and designs for boats with one hundred to one thousand passengers, that may be suitable for shorter routes in San Francisco Bay; and,

WHEREAS, design categories such as Surface Effect Ships may prove to be an effective option on certain Bay Area ferry routes; and,

WHEREAS, The California Air Resources Board estimates that diesel powered vessels (includes all types of vessels) account for 71 percent of all mobile source sulfur emissions in the San Francisco Bay Area Basin¹; and,

WHEREAS, Diesel particulate matter was declared to be a Toxic Air Contaminant by the California Air Resources Board (CARB) and diesel exhaust has been listed as a known Carcinogen under California's Safe Drinking Water and Toxic Enforcement Act (Prop 65) since 1990; and,

WHEREAS, Diesel particulate matter is a health risk, with particular concern for stroke, lung cancer, asthma and other respiratory illness; and,

WHEREAS, In California Senate Resolution No. 19 (1997), the State of California authorized the Bay Area Council to form a Blue Ribbon Task Force to report on the viability of expanded water transit on San Francisco Bay to relieve traffic congestion in the nine Bay Area Counties; and

WHEREAS, Chapter 1011 of the Statues of 1999 creates the San Francisco Bay Area Water Transit Authority (BAWTA) to prepare and adopt a San Francisco Bay area water transit implementation and operations plan and to implement such plan upon approval by the Legislature; and,

WHEREAS, Chapter 1011 of the Statutes of 1999 requires the BAWTA to include in the implementation and operations plan a feasibility analysis and proposal for the use of new technologies and alternative fuels in marine engines and ground transportation intermodal

¹ Air Resources Board State Emissions Inventory, 1998.

services, to the extent feasible, to minimize air emission and water pollution impacts from the system operations; and,

WHEREAS, Chapter 656 of the Statutes of 2000 (SB 1662) appropriated funds from the State's Public Transportation Account to the BAWTA to fund the environmental impact reports and design functions specified in Chapter 1011 of the Statutes of 1999; and,

WHEREAS, Chapter 1011 of the Statutes of 1999 requires the BAWTA to complete a systemwide regional programmatic environmental impact report (EIR) and study of the implementation and operations plan, which must include an independent evaluation conducted by the Bay Area Air Quality Management District to assess the air quality impacts of the complete water transit system in comparison to the transport of the same number of people over the same distance by motor vehicles and other modes of transportation; and,

WHEREAS, Chapter 1011, Statutes of 1999 requires the BAWTA to work with the environmental agencies and representatives of environmental organizations on the Authority's Technical Advisory Committee in the development of a clean marine ferry system for San Francisco Bay; and,

WHEREAS, Golden Gate National Recreation Area (GGNRA) is conducting a study for the purposes of improving alternative access and evaluating improved water access; and expanding ferry service; now, therefore, be it

RESOLVED, That the Commission on the Environment urges the Board of Supervisors and the Mayor of the City and County of San Francisco to urge existing ferry operators

on San Francisco Bay and BAWTA to actively pursue cleaner marine technologies and adopt a diesel emissions reduction strategy; and, be it

FURTHER RESOLVED, That the Commission on the Environment urges the Mayor, Board of Supervisors and the Port Commission of the City and County of San Francisco to actively work with ferry operators in identifying and supporting financing opportunities in the public and private sector for clean marine technology; and, be it

FURTHER RESOLVED, That the San Francisco Commission on the Environment urges the Mayor, and the Board of Supervisors of the City and County of San Francisco to urge the Bay Area Water Transit Authority and other vessel operators to provide the Commission with annual reports of its emissions reduction strategy including current emission levels and projected emission reductions for existing and proposed new ferries operating in San Francisco Bay; and, be it

FURTHER RESOLVED, That the Commission on the Environment urges the Board of Supervisors and the Mayor of the City and County of San Francisco to urge the Golden Gate National Recreation Area and all other ferry operators to work with federal, state, regional and local public agencies to identify, support and develop demonstration projects to test the feasibility of alternative fuel and ferry design projects; and, be it

FURTHER RESOLVED, That the Commission on the Environment urges the Board of Supervisors and the Mayor of the City and County of San Francisco to urge the Bay Area Water Transit Authority to immediately establish an adequately staffed Cleaner Marine Technology Committee consisting of representatives serving on behalf of the City and County of San Francisco, regulatory agencies, the passenger vessel industry, ferry

passengers, alternative fuels consultants, and environmental organizations, to seek financing for and develop a natural gas demonstration vessel as soon as possible, with Coast Guard approvals, for the purpose of assessing the feasibility, performance and potential of alternative fuels as called for in Chapter 1011 of the Statutes of 1999; and, be it

FURTHER RESOLVED, That the Commission on the Environment urges the Board of Supervisors and the Mayor of the City and County of San Francisco to request that the aforementioned Cleaner Marine Technology Committee and staff develop an alternative fuel ferry plan; and, be it

FURTHER RESOLVED, That the Commission on the Environment urges the Board of Supervisors and the Mayor of the City and County of San Francisco to urge the Bay Area Water Transit Authority to complete and assess a natural gas ferry demonstration project, as part of an alternative fuel demonstration project conducted in alliance or collaboration with an existing passenger vessel operator, prior to submitting an implementation and operation plan to the California legislature.

I hereby certify that this resolution was adopted by the Commission on the Environment at its regular meeting on December 18, 2000.

Sraddha Mehta

Commission Secretary

VOTE:

Ayes: Commissioners Hayes, Evans, Shah, Werbe, Bingham, and Chang.

Noes: None.

Absent: Commissioner Bradford-Bell.