

WOCAP Strategy Evaluation Workbook - Part 1

As the Air District, WOEIP and agency partners wrap up the fifth year of WOCAP implementation, the Air District is preparing a progress report that will include an assessment of strategy implementation. The majority of strategies, two-thirds of the WOCAP strategies, are complete, in progress or ongoing. This workbook focuses on the remaining strategies, the one-third of strategies for which no progress has been reported. The strategy evaluation is divided into two parts as follows.

Strategy Evaluation Part 1 (contained in this workbook):

- Air District
- Port of Oakland

Strategy Evaluation Part 2 (contained in a future workbook):

- Alameda County Public Health Department
- City of Oakland (Planning)
- City of Oakland (City Administrator's Office)
- City of Oakland (Sustainability)
- City of Oakland (Dept of Transportation)
- California Air Resources Board

This workbook is being provided in advance of the June 5 community steering committee meeting to facilitate our interactive activity. Please familiarize yourself with the strategies proposed to be revised or closed out as described in this workbook and bring your comments to the June 5 virtual meeting.

Strategies included in this workbook include the following **draft** actions:

Revise strategy	The Five Year Report will include the revised strategy, including the rationale and the strategy will continue to be tracked.
Close out strategy	The Five Year Report will indicate that the strategy is no longer being pursued, and describe the rationale for the action. The strategy will no longer be reported on.

Instructions

- Review all strategies in this workbook.
- Type your comments and questions into the “comments” box for each strategy.
- Use your workbook comments during the June 5 CSC meeting strategy action activity to give feedback on the strategies.
- Feel free to send a link to your completed workbook to the Air District (aparker@baaqmd.gov) and WOEIP (nicole@woeip.org).

Topic: Further Study Measure (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #FSM – 4

The Air District will work with CARB, EBMUD, and other agency and community partners to identify strategies and incentives to address community concerns about odors, health-related emissions, and disclosing to the community information about complaints and complaint resolutions from the EBMUD facility in the Owing Our Air plan area.

Lead: Air District

Proposed Action: Revise Strategy

DRAFT Revised Strategy

EBMUD identifies strategies and incentives to address community concerns about odors and disclosing to the community information about complaints and complaint resolutions from EBMUD facility.

Lead: EBMUD

Rationale

Separate out the two important pieces of this strategy: (1) community concerns about health-related emissions and (2) the odor and complaint aspects. The health-related emissions from EBMUD are addressed by existing WOCAP strategy #69. Revised strategy FSM-4 focuses on strategies and incentives to address odors and complaints.

Comments

Topic: Mobile Sources (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #67

The Air District intends to seek authority in 2021 to reduce emissions and risk from magnet sources, such as the Port of Oakland, freight operations and warehouse distribution centers.

Lead: Air District

Proposed Action: Revise Strategy

DRAFT Revised Strategy

The Air District intends to pursue future programs to reduce emissions and risk from magnet sources via an Indirect Magnet Source policy package. Reductions would come from the Port of Oakland, freight operations and warehouse distribution centers.

Rationale

Through the Air District's work on an Indirect Magnet Source policy package, the Air District will provide technical support to the City of Oakland related to reviewing policies and practices to assess opportunities to update requirements to reflect zero emissions advancements for delivery fleets, and heavy-duty trucks.

Comments

Topic: Land Use (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #21

The Air District works with the City and Port of Oakland and other agency and local partners to create a Sustainable Freight Advisory Committee to provide recommendations to each agency's governing board or council. The Committee's scope includes: air quality issues, enhanced/increased enforcement of truck parking and idling, improved referral and follow-up to nuisance and odor complaints related to goods movement, improvements to the Port appointment system, charging infrastructure and rates, developing land-use restrictions in industrial areas, funding, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.

Lead: Air District

Proposed Action: Revise Strategy

DRAFT Revised Strategy

Air District, Port of Oakland and other partners continue to actively participate in the Sustainable Port Collaborative and in the Community Electrification Workgroup. The Committee's scope includes: Air quality issues, enhanced/increased enforcement of truck parking and idling, improved referral and follow-up to nuisance and odor complaints related to goods movement, improvements to the Port appointment system, charging infrastructure and rates, developing land-use restrictions in industrial areas, funding, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.

The Air District continues to offer incentives for eligible zero emissions infrastructure, vehicles, and equipment. The Air District provides feedback and support concerning the Port's other grant-seeking endeavors to electrify and transition to zero-emissions.

Lead: Port, Air District

Rationale

In 2023 the Port of Oakland and the community established the Sustainable Port Collaborative (Collaborative). The Air District is a strategic partner in the Collaborative focused on the Port's electrification and zero emissions transition. The Air District will assist the transition process through grant making for electrician infrastructure and power storage to support electric and zero emissions trucks.

Comments

Topic: Health Programs (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #80

The Air District researches actions that are potentially exposure-reducing, such as: 1) an engineering evaluation of exhaust stacks and/or vents to determine if relocation will reduce local exposure; (2) a study to determine if smart air filtration systems can reduce exposure by in-taking air during daily non-peak vehicle travel times, such as between midnight and four a.m.; and (3) a study of the potential air quality benefits of a centralized package delivery site such as personal lockers by 2025.

Lead: Air District

Proposed Action: Close Out Strategy

Close Out Strategy

This strategy is proposed to be closed out.

Rationale

There are several unrelated actions grouped in this strategy. The first two items are redundant of strategies 69 and 75. The final item is addressed by revised strategy 67.

1) "...engineering evaluation of exhaust stacks..."

Evaluation of exhaust stacks happens as part of permit applications and Rule 11-18 evaluation. Strategy 69 already refers to Rule 11-18.

2) "...study to determine if smart air filtration systems can reduce exposure..."

Strategy 75 already refers to installation of high-efficiency air filtration systems. Bay Area Healthy Homes Initiative and work under AB836 Clean Air Centers is targeted in Strategy 75.

3) "...study of the potential air quality benefits of centralized package delivery sites..."

Revised Strategy #67 addresses "indirect sources" such as package delivery sites.

Comments

Topic: Stationary Sources (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #73

The Air District proposes amendments to existing Regulation 8-5 to further reduce emissions of reactive organic gases and other toxic compounds from organic liquid storage tanks by 2020. Organic liquid storage tanks are defined in Regulation 8-5.

Lead: Air District

Proposed Action: Close Out Strategy

Close Out Strategy

This strategy is proposed to be closed out.

Rationale

Based on the limited potential to effectively achieve substantial volatile organic compounds (VOC) emission reductions, this effort was removed from the Best Available Retrofit Control Technology (BARCT) implementation schedule in 2022 and amendments to Rule 8-5 are not being proposed at this time.

Reductions of toxic emissions and exposures from these sources will continue to be pursued through other Air District programs, including continued implementation of Rule 11-18 captured in WOCAP Strategy 69.

Comments

Topic: Land Use (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #18

The Air District advocates for more electrical infrastructure and power storage, including development of (1) fast-charging facilities, (2) truck charging stations and (3) better land use support for electric trucks by 2025.

Lead: Air District

Proposed Action: Close Out Strategy

Close Out Strategy

This strategy is proposed to be closed out.

Rationale

See revised Strategy 21 stating that the Air District will continue to actively participate in the Sustainable Port Collaborative and in the Community Electrification Workgroup to collaborate on grant funding opportunities to support the Port of Oakland's transition to electrification and zero emissions and for community environmental benefits.

Comments

Topic: Mobile Sources (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #43

The Port of Oakland studies the effects on truck flow and congestion due to increasing visits from larger container ships, the feasibility of an off-terminal container yard that utilizes zero-emission trucks to move containers to and from the marine terminals, and the potential efficiency gains from increasing the number of trucks hauling loaded containers on each leg of a roundtrip to the Port.

Lead: Port

Proposed Action: Revise Strategy

DRAFT Revised Strategy

This is a two-prong effort: Electrifying trucks; and implementation of the West Oakland Truck Management Plan (WOTMP). The Port focuses on the Zero Emissions program to achieve air quality benefits, providing public drayage truck charging parking lots. The Port, with multiple partners including maritime tenants and community-based organizations, to deploy zero emissions cargo handling equipment (CHE) and drayage trucks under the U.S. EPA Clean Ports grant partnership. Implement the WOTMP that delivers safety and traffic improvements such as Prescott Greening Project, and other measures in the community as identified in the WOTMP. Additionally, the Port Freight Intelligence Transportation System (FITS) will improve operation of roadways and provide truck-specific regional traveler information. Technology improvements include changeable message signs, camera surveillance, fiber and WiFi communications, a joint traffic management center/emergency operations center, traffic signal enhancements, vehicle and queue detection.

Lead: Port Electrification and FITS: Port of Oakland; West Oakland Truck Management Plan: Port and City of Oakland

Rationale

The original intent was to minimize impacts of traffic and congestion in the community, reduce emissions, and gain efficiencies in container truck moves - this strategy prescribes feasibility studies to achieve these goals. The Port wants transformational change through the stated efforts, as studies of efficiency gains result in incremental improvements.

Comments

Topic: Mobile Sources (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #63

The Port of Oakland implements a Clean Ship Program to increase the frequency of visits by ships with International Maritime Organization Tier 2 and Tier 3 engines.

Lead: Port

Proposed Action: Revise Strategy

DRAFT Revised Strategy

Expand the Port of Oakland's existing and highly successful Shorepower program by adding mobile shorepower outlets, emissions capture and control barges, and providing shorepower for bulkers.

Lead: Port

Rationale

The Port of Oakland is the second port of call and ship deployment decisions are made by ocean carriers based on Los Angeles /Long Beach port needs.

Implementing a Clean Ship Program would reward carriers for something they are already doing. It would be spending money for no additional benefit.

Comments

Topic: Mobile Sources (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #64

The Port of Oakland implements a Clean Locomotive Program to increase the number of U.S. EPA Tier 4 compliant locomotives used by the UP, BNSF, and OGRE railways to provide service in and out of the Port of Oakland.

Lead: Port

Proposed Action: Revise Strategy

DRAFT Revised Strategy

Continue to strengthen CARB's Clean Locomotive Rule.

Lead: CARB

Rationale

The strategy is challenging due to the willingness of railroads to transition their locomotives to cleaner technologies. The community can continue to advocate for continued progress on clean locomotive regulations. See also Strategy 65.

Comments

Topic: Mobile Sources (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #65

The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.

Lead: Port

Proposed Action: Revise Strategy

DRAFT Revised Strategy

Continue to develop a partnership with the two Port of Oakland rail tenants on grant funding for electric switchers.

Lead: Port

Rationale

The Port continues to try to partner with rail tenants for grant funding.

Comments

Topic: Further Study Measure (Topics found in WOCAP Table 6-4)

Original Strategy

Strategy #FSM-6

The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.

Lead: Air District, Port

Proposed Action: Revise Strategy

Continue Strategy

The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.

Lead: Port, Air District

Rationale

There will always be a need to coordinate to minimize idling.

Comments