Moving Forward with Local Support
Port of Oakland Case Studies: Middle Harbor Shoreline Park and Maritime Air Quality Improvement Plan (MAQIP)

Richard Sinkoff
Director of Environmental Programs and Planning

AAPA Environment and Energy Seminar
September 16-18, 2014
Chicago, Illinois
Port of Oakland
Port of Oakland

Seaport

• 5th largest in United States; 45th largest in world
• 36 cranes, 30 with post- or super-post-Panamax capability
• More than 28 ocean carriers serving Port regularly; over 2,000 vessel calls annually
• U.S. $41+ billion in traded goods transit through Oakland each year

Oakland International Airport (OAK)

• Outstanding aeronautical reliability, best on-time performance, lowest cost per enplaned passenger
• Fiscal Year 2012: 36th (total passengers) in United States, 12th (air cargo tonnage) in United States
• Fiscal Year 2012: 4.8 million enplaned passengers
• $500 billion in annual revenues generated by businesses within 25 miles of OAK

Commercial Real Estate

• $11 million in annual revenues (4% of operating revenue in 2011)
• Four districts along the waterfront: Jack London Square, Embarcadero Cove, Airport Business Park, and Oak Street-Ninth Street.
Port of Oakland -- Governance

• Governance by 7-member Board of Port Commissioners

• Appointed by City Council upon nomination by Mayor

• Staggered four-year terms; serve without compensation

• Exclusive control and management of the Port Area (1927 Amendment to City Charter)

• No taxation authority; supported by revenues, grants, public-private partnerships.

• Independent department of the City of Oakland

• 492 Full-Time Equivalent (FTE) employees (Seaport, Airport, CRE, all support divisions)

• Common Civil Service system shared with the City of Oakland
Public Trust Lands ("Tidelands Trust")

- Tidelands grants from the State of California to the Port of Oakland
- More than 12 grants at the Port of Oakland; some back to 1852
- Limits on land use to Statewide public purposes: generally, maritime-related such as commerce, navigation, fisheries, other recognized uses. Some limited exceptions.
- May not sell public trust lands or lease for more than 66 years
Strategic Partners

• City of Oakland; Community; Elected Officials; Non-Governmental Organizations; Environmental Justice and Economic Justice Organizations and Coalitions; Labor

• State: State Lands Commission, Bay Conservation and Development Commission (BCDC), Regional Water Quality Control Board, Bay Area Air Quality Management District

• Federal: Environmental Protection Agency (EPA), Federal Aviation Administration (FAA), Maritime Administration (MARAD), United States Army Corps of Engineers etc.

• Industrial Trade Associations: Bay Planning Coalition, beneficial cargo owners, Central Valley agriculture, Airport Area Business Association, etc.

• Economic Development Analysis: 73,000 jobs in region; 827,000 jobs nationwide (2010 data)
Maritime - Opportunities and Challenges

I. Rebuilding Market Share
II. Developing State-of-Art Infrastructure and Facilities
III. Competition from Other Seaports
IV. Improving Intermodal Connectivity
V. Cost of Environmental Compliance and Dredging
VI. Environmental Justice and Public Health Concerns
VII. Delivering Jobs and Economic Opportunities
VIII. Providing Public Access to the Waterfront
IX. Building Effective Strategic Partnerships
Middle Harbor - Park and Habitat

- Completed community-based Master Plan and construction of 38-acre public access park in maritime terminal area: Middle Harbor Shoreline Park (May 1999) and 180-acre shallow water habitat (on-going)
Maritime Air Quality Improvement Plan

• Completed planning process and implementation of Maritime Air Quality Improvement Plan (MAQIP): Drayage Truck Replacement and Retrofit Project, Comprehensive Truck Management Program, Shorepower Project (April 2009 to present)
Completed Projects - Truck Retrofit/Replacement

- 38 million in total grant funding
- Collaboration with agency partners and trucking
- 1,319 diesel particulate filter exhaust retrofits
- 587 replacement trucks

- Truck Emissions in 2005: 16 tons DPM
- Truck Emissions in 2012: 2 tons DPM
Completed Projects – Shore Power Program

- Completed construction of $60 million shore power infrastructure in 2013
- Partnership with agencies, tenants, and shipping lines
- Began implementation in January 2014
- Ship emissions in 2005: 209 tons DPM
- Ship emissions in 2012: 57 tons DPM (Fuel)
- Additional DPM reductions beginning in 2014 (Shore Power Implementation)
Completed Projects – Shore Power Program
## Results (% Reductions 2005-2012)

<table>
<thead>
<tr>
<th>Emission</th>
<th>Ocean-Going Vessels</th>
<th>Cargo-Handling Equipment</th>
<th>Harborcraft</th>
<th>Locomotives</th>
<th>Trucks</th>
<th>Overall % Change 2005-2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>DPM</td>
<td>-72%</td>
<td>-63%</td>
<td>-30%</td>
<td>-77%</td>
<td>-88%</td>
<td><strong>-70%</strong></td>
</tr>
<tr>
<td>CO</td>
<td>-1%</td>
<td>-49%</td>
<td>14%</td>
<td>-81%</td>
<td>-67%</td>
<td><strong>-33%</strong></td>
</tr>
<tr>
<td>NOx</td>
<td>4%</td>
<td>-46%</td>
<td>-32%</td>
<td>-75%</td>
<td>-60%</td>
<td><strong>-15%</strong></td>
</tr>
<tr>
<td>SO2</td>
<td>-80%</td>
<td>-92%</td>
<td>-94%</td>
<td>-100%</td>
<td>-90%</td>
<td><strong>-80%</strong></td>
</tr>
<tr>
<td>ROG</td>
<td>50%</td>
<td>-33%</td>
<td>11%</td>
<td>-83%</td>
<td>-74%</td>
<td><strong>1%</strong></td>
</tr>
</tbody>
</table>
Stakeholder Engagement - Monitoring and Reporting

- Progress report planning began in January 2013
- Met with internal team, partner agencies, and MAQIP co-chairs for agenda planning throughout 2013
- MAQIP Progress Report Stakeholder meeting on November 19, 2013
Other Projects-Completed or Underway

- Trucks - Comprehensive Truck Management Program
- Ships - Ocean Going Vessel Fuel (use of 0.1% Sulfur MDO)
- Locomotives - Cleaner Fuel and Idle Reduction
- Cargo-handling Equipment - Ongoing retrofit and replacement
- Harborcraft - Tugboat engine replacement (State and local air district funded grants)
- Terminal Improvements - Gate and yard upgrades (RFID, configuration improvements)
Joint Master Planning for Industrial Land

City and Port: Trade and Logistics Center at former Oakland Army Base
Community Benefits Agreement; Air Quality; Energy Innovation Study
Conclusion: Four Powerful Principles for Success

✓ IDENTIFY COMMON GOALS AND OBJECTIVES WITH STRATEGIC PARTNERS at early stages of planning processes;

✓ ANALYZE AND COMMUNICATE planning approach, goals, objectives and benefits in jobs, contracting opportunities, public health, emissions reductions, public access;

✓ DEVELOP AND SUSTAIN STRONG COALITIONS beyond port footprint, including community, NGOs, and beneficial cargo owners (BCOs);

✓ DELIVER ON COMMITMENTS: Tangible benefits and outcomes to build trust and confidence!