Proposed Initiatives that Did Not Pass the Round One Screening (Organized by Category)

KEY CONCEPTS
5) Make every feasible effort to reduce localized risk in communities adjacent to goods movement facilities as expeditiously as possible.
6) Establish a shared assumption that "further growth of the ports and shipping could not proceed without dealing with community impacts."
7) Place impacted communities at the center of decision-making on the growth of freight transport and make community health concerns front and center ("ground zero").
9) Incorporate environmental justice principles and analysis in freight transport planning.
37) Make the Port of Oakland a model for achieving reductions through creative initiatives that are not regulatory driven.
48) Share accountability among the Port, the City, and the County with the support and involvement of all three.
255) Give more latitude to the Port to improve performance standards.
314) Draw on knowledge and experience from the community.
315) Integrate port and city planning/promote use of buffer zones between ports and surrounding communities.
POLICY
1) Reduce goods movement emissions at least back to 2001 levels by 2010.
4) Adapt and incorporate the state's findings and resolutions for goods movement (including ARB Resolution 06-14) and apply them at the local level as a starting point for clean up at the Port of Oakland. At a minimum, this would require an 85% reduction in diesel risk from goods movement related activities by 2020.
10) Apply a "best available green technology" standard to all measures in the Port of Oakland MAQIP.
11) Subject all final project plans for freight transport expansion to CEQA review and perform mitigation for every infrastructure project both independently and as an entire system to account for system wide impacts.
13) The Port Commission must be very involved, set policies and drive the process.
26) Enact public-private partnership legislation.
53) Require importers, exporters, shippers, rail companies and other industries to pay the full costs of moving goods through California, including the health costs from pollution that are borne by California Residents. (Example: Companies pay a charge per container)
141) Increase compliance with vessel speed reduction requirements out to a specified distance from the Port.
201) Utilize a uniform statewide approach in addressing emissions at rail yards to provide the greatest and most immediate health and welfare benefits to the people of California.
216) Standardize routine stack opacity tests on locomotives.

245) Encourage common-sense regulations on land-use – CARB land-use guidelines clearly indicate approving new housing within 500 feet of major sources of diesel pollution is not recommended due to health risk, yet city councils continue this practice.
246) Regulate hubs in the freight transportation system as large fixed sources, similar to factories.
251) Develop model ordinances on issues such as idling of diesel equipment for adoption by local jurisdictions.
253) Sponsor and/or support legislation to reduce criteria pollutant and toxic emissions, such as SB 1601 which would have required Best Available Control Technology to reduce emissions at California ports. Phase I findings will help identify and advocate for additional legislation.
254) Develop a local/regional policy to give stakeholders more say in implementation of new technologies.
256) Revise the Jones Act to optimize goods movement, and thus minimize emissions and fuel used. ("Short-Sea Shipping")
257) Create a national policy for goods movement that applies to ports to level the playing field and reduce emissions.
FORUM/COLLABORATION
14) Ensure Port staff is well organized and aggressive about getting needed information; the Port must involve the relevant agencies with technical expertise, including the Air Resources Board, Air District and U.S. EPA.
15) Create an "agency caucus," with a role that is transparent to the community and other sectors.
21) Initiate a discussion with labor and industry to reduce emissions and increase efficiency, including increasing the times when trucks and ships can access the terminals.
91) Convene a stakeholder process to create a designated truck route that does not travel through the West Oakland neighborhood.
165) Commit to working with owners and operators to implement pilot projects, including educational campaigns.
243) Provide clear direction. (Oakland Mayor's office)-Involve the community in selecting replacements for Port Commission vacancies.
249) Engage affected communities through continued public involvement efforts. Work with local Resource Teams to encourage public involvement and use public workshops to explain new regulations and communicate findings.
250) Continue collaboration with other governmental agencies such as Cal/EPA, the ARB, the Metropolitan Transportation Commission, and the Port of Oakland to reduce air quality impacts.
303) Consult community members regarding infrastructure plans throughout the planning process.
304) Establish Community Advisory Committee for the EIR /EIS stage of an infrastructure project (for projects that have not already gone through the environmental review process).
308) Establish a community forum to address community concerns during construction.
312) Hold public meetings when members of the affected community can attend (e.g., in the evening).

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FUNDING
8) Include mitigation funding for community impacts with all new infrastructure projects.
50) Collect a fee (from the Port itself, shipping lines, or terminal operators) to establish and support a community fund. Community members would then use the fund to support pollution reduction efforts and health initiatives such as an asthma clinic and health education program.
72) Funding for the Clean Trucks Program is shared among the Ports, the local Air Quality Management District, Proposition 1B Funds, and the "Truck Impact Fee"
128) Where possible, provide grants, in-kind monies, and other financial support to owners/carriers to encourage them to test new technologies on their vessels.
207) Fund mitigation programs through sources such as railroads and industries, the Carl Moyer program and US EPA.
330) Develop a Federal, State, and Local funding strategy.
HEALTH RISK
51) Develop an inventory of toxic air contaminants (TAC) and identify locations and populations with a relatively high health risk.
52) Use the findings of the Bay Area Air Quality Management District's CARE program to design and implement measures for exposure reduction.
206) Identify the risks from toxic air contaminates that rail yards represent in affected communities through Health Risk Assessments of Toxic Air Contaminants at designated California Rail Yards.
295) Track emission reductions and estimated cancer risk reduction in communities.
INCENTIVES/ PENALTIES
17) Determine how to bring the beneficial cargo owners into the process. For example, provide incentives or recognition to beneficial cargo owners that use carriers exceeding regulatory requirements.
18) Explore penalties for beneficial cargo owners who do not use carriers exceeding, regulatory requirements.
19) Place a public billboard that recognizes companies who excel in reducing emissions and/or improving the efficiency of their operations.
32) Conduct energy audits and implement feasible improvements.
34) Provide corporate recognition to companies that go above and beyond regulatory requirements. Develop the program within the Oakland community, and provide recognition as a valuable community partner.
45) Implement incentives to limit container dwell time.
85) Allow alternative fuel trucks to the front of the truck queues.
105) Establish a system that allows cleaner trucks move to front of the line.
61) Charge a license fee to obtain a trucking company concession

67) Clean Truck Replacement and Retrofit Grants are given only to licensed concessionaires, with the amount based on miles driven and frequency of Port calls.
RESEARCH/ FURTHER STUDY/TECHNOLOGY ADVANCEMENT
16) Review the existing system for distributing information about required actions (both laws and Port rules) to Port business operators, such as individual truck drivers. If that system isn't functioning well, seek ways to improve it so that operators are aware of existing requirements. This applies to all businesses, including trucks, railroads, ocean carriers, and others.
24) Improve communications of fluctuating demand forecasts for labor and equipment among carriers, railroads, and terminal operators.
25) Develop comprehensive goods movement data collection methodologies, modeling, and data evaluation.
28) Continue to test cleaner fuels and technologies
36) Use IT technology to link industries working at the port - increase the IT capacity for the trucking industry, and implement common systems across industries. Increased digital capacity and efficiency in communication will reduce emissions.
49) Involve this Department in developing and implementing mitigation measures and other aspects of addressing health impacts of goods movement.
70) All trucks in the program will be issued radio frequency identification (RFID) tag for tracking.
78) Conduct terminal efficiency studies and improvements.
83) Study the feasibility of a heavy-duty truck test station.
89) Perform feasibility study of short sea shipping as an alternative to truck transport.
95) Determine standards for a reasonable queuing time.
98) Assemble a database of truck ages to reduce the use of old trucks.
99) Explore registration rules for DMV for trucks to determine if there are mechanisms to establish a vehicle inspection and maintenance program for trucks, similar to what exists for passenger cars.
108) Work with manufacturers to design engines that can run on alternative fuels such as bio-diesel.
118) Accelerate software upgrade for trucks.
134) Study feasibility of hybridization or electricity generation during voyage.
139) Conduct feasibility studies for other types of shore power or other at-dock treatment infrastructure.
140) Evaluate and update environmentally preferable vessel design considerations for future new builds and prepare a list of such vessel design features to promote with owners, carriers, yards, and the general industry.
144) Explore technological alternatives to cold ironing, such as the Wittmar Project.

Proposed Initiatives that Did Not Pass the Round One Screening (Organized by Category)

146) Evaluate short- sea shipping – including environmental impacts.
164) Run pilot programs to test hybridization.
170) Seek ways to go above and beyond CARB's yard tractor programs.
208) Evaluate "Remote Sensing" technology to identify high-emitting in-use locomotives along the tracks. (Page 11)
209) Evaluate medium-term and longer-term alternatives such as diesel particulate filters and oxidation catalysts and the use of lower-emission technologies such as LNG or CNG fueled locomotives.
213) Complete the evaluation of switch- yard electrification for long-term objectives.
214) Evaluate and pilot the use of a hybrid -switching engine.
220) Actively pursue pilots and demonstration projects of existing technologies such as switch-engine anti-idling and recapturing electricity during line haul.
226) Explore increasing the capacity of on-dock rail movement.
227) Evaluate shuttle train pilot project performance.
259) Assign Danny Wan (Port legal counsel), and UC Berkeley Boalt law students to develop a legal analysis that defines the maximum authority to require compliance via lease agreements through (1) Port actions only, and (2) the joint effort of the Port and partner agencies.
282) Monitor performance of systems employed and practices implemented in previous terms and revise plans or practices as needed.
354) Establish three integrating centers for all data and system managements at the ports, Mexican border, and the Inland Empire using the Metrolink model.
VAGUE
3) Apply emissions reductions strategies for ports and goods movement statewide.
22) Improve operations and technology.
29) Include an alternative fueling station in redevelopment design
31) Provide leadership in energy and environmental design.
63) Do not limit the number of concessionaires to start
64) Give preference to existing owner/operator drivers
68) Subsidized trucks must be concessionaire owned and are contractually required to stay in Port service for a specific period of time or mileage
73) It is envisioned that a third party will administer the Clean Trucks Program
284) Ongoing implementation of intermediate actions.

302) Expand public outreach.
323) Replicate model across California.
NOT APPLICABLE
12) Environmental impacts should be measured against the short- and long-term environmental gains of the Port Redevelopment Project. Short-term gains would be achieved through increased public access to open space, accompanying recreational opportunities,
23) Employ better trade and transportation forecasting.
42) Expand labor force at the ports.
62) Require employee drivers rather than owner/operators (after a transition period)
65) Require concessionaires to participate in City workforce development initiatives
66) Require concessionaires to certify drivers and adhere to national and local security standards
90) Evaluate dedicated terminal to rail yard routes.
111) Provide visual messaging to route local traffic during times that local routes are congested with idling trucks.
145) Spread out vessel sailings and arrivals in the trans-Pacific trade.
150) Implement vessel speed reduction MOU in Southern California.
258) Collaborate with refineries and distributors to explore ways of increasing supply, access and availability through increased distribution locations and price subsidies.
261) Apply thoroughly and enforce existing water quality requirements (e.g., permits, certifications, etc.) on projects, and treat complaints, tips and violations (noncompliance with requirements) as a high priority – particularly at port operations areas, truck traffic idling areas, and upland disposal areas of any dredged materials.
262) Identify waste load allocations (pollutant level targets, in terms of mass discharge allowed) for port-area water bodies currently listed as impaired [pursuant to Clean Water Act section 303(d)].
263) Review current ballast water exchange practices and identify opportunities to further mitigate exotic species introduction.
264) Initiate studies to better understand relationship between airborne emissions in port areas and water quality and beneficial use impacts.
265) Initiate studies to identify community impacts from project-related activities with regards to water quality and beneficial use of the waters (with special attention to potential environmental justice impacts and subsistence consumption and recrea
266) Identify sources of marine debris discharges in port areas and begin to eliminate them.
267) Implement better land planning practices that employ the key principles of Low Impact Development (LID). For example: use site hydrology as the organizing principle for all others.

268) Match the initial abstraction and mimic natural water balance.
270) Decentralize controls and disconnect impervious surfaces.
271) Minimize land disturbance and connected, impervious cover.
272) Incorporate natural site elements into design.
273) Establish redundant systems to eliminate or reduce discharges of marine debris and other pollutants causing impairments.
274) Establish performance measures to measure effectiveness of mitigation activities and overall mission to protect enhance and restore beneficial uses of waters in project areas.
275) Continue to thoroughly apply and enforce existing water quality requirements (e.g., permits, certifications, etc.) on projects, and treat complaints, tips and violations (noncompliance with requirements) as a high priority – particularly at port o
276) Apply waste load allocations (pollutant level targets, in terms of mass discharge allowed) for port-area water bodies approved and in force.
277) Continue to identify waste load allocations (pollutant level targets, in terms of mass discharge allowed) for port-area water bodies currently listed as impaired [pursuant to Clean Water Act section 303(d)].
278) Implement better ballast water exchange practices and identify opportunities to reduce and further mitigate exotic species introduction.
280) Implement recommendations from studies to enhance and restore water quality and beneficial use of the waters (with special attention to potential environmental justice impacts and subsistence consumption and recreational uses) in communities surro
281) Continue to implement better land planning practices that employ the key principles of Low Impact Development (LID).
283) Ongoing implementation of short-term actions.
285) Develop a statewide Hazardous Waste and Contaminated Media Management Plan for goods movement-related infrastructure projects to ensure the integrated, safe management of hazardous wastes and substances encountered during project design and constr
286) Account for the costs of any required management of contaminated soils, mitigation of other hazardous substances contamination, and oversight of compliance with related regulatory requirements in the planning and execution of infrastructure projects.
287) Design infrastructure projects with an effort to minimize exposure to hazardous substances and to manage hazardous substances to minimize public health and environmental impacts of any removal, transportation, treatment, and onsite management.
288) Ensure that hazardous substances mitigation approaches (such as on-site management, deed restrictions, etc.) will remain protective of public health and the environment for the life of the infrastructure project and that operations and maintenance
289) Develop project specific Hazardous Waste and Contaminated Media Management Plans to ensure the integrated, safe management of hazardous Wastes and substances encountered during project design and
293) Develop community benefit agreements when desired by the community.
294) Conduct targeted community assessments including monitoring as appropriate.
296) Preserve existing parks, open space, and natural areas.

Proposed Initiatives that Did Not Pass the Round One Screening (Organized by Category)

297) Coordinate with local city redevelopment departments to identify priority enhancement areas in adjacent communities.
298) Develop and implement community enhancement projects.
299) Emphasize landscaping and aesthetic improvements using local native plants.
309) When considering operational changes to extend hours (including during construction), evaluate noise and light impacts on adjacent communities.
310) Mitigate noise impacts in adjacent communities.
311) Mitigate light impacts in adjacent communities.
313) Include language translation where appropriate.
316) Partner with the California Community Colleges Economic and Workforce Preparation Division, the California State University System and other institutions of higher learning, K-12, and employers to respond to the demand for qualified workers and co
317) Provide goods movement job training within affected communities.
318) Develop industry driven and industry recognized certificate programs (and curriculum) in the areas of transportation, logistics support, warehousing and storage, supply chain management and safety and security.
319) Provide logistics (goods movement) training to incumbent workers to enhance productivity and create higher skilled higher wage jobs in this sector.
320) Placement of workers into logistics industry by creating awareness of job opportunities and preparing job seekers with employable traits as required by industry.
321) Provide goods movement job training within affected communities.
325) Create an educational continuum by articulating curriculum from K-12 through graduate school to provide incumbent workers, employers, and job seekers with continuous educational opportunities.

Proposed Initiatives that Did Not Pass the Round One Screening (Organized by Category)

326) Align CHP Foreign Export and Recovery (FEAR) efforts with Federal Homeland Security
327) Establish a multi-jurisdictional Port Security Task Force
328) Evaluate cross-sector vulnerability of ports (power, water, etc).
329) Evaluate all truck and rail routes out of port districts and air basins to determine long-term velocity, security, and environmental opportunities.
331) Evaluate the “Agile Port” concept for public safety/homeland security advantages.
332) Use the NAFTA model to understand the public safety and security issues.
333) Evaluate lane departure technology to identify driver fatigue and safety scoring of operators.
334) Continue support and implementation of safety improvement programs.
335) Increase enforcement of traffic and vehicle safety laws and regulations.
337) Urge US Coast Guard District Eleven Command to adopt the Automated Secure Vessel Tracking System (ASVTS) developed by the Maritime Information Services of North America (MISNA).
338) Evaluate new freight transportation technologies (maglev, SAFE shuttle, etc.) for Homeland Security and public safety applications.
339) Evaluate *Green Freight Corridor* road and rail infrastructure with integrated sensor network for Homeland Security and public safety applications.
340) Construct commercial vehicle enforcement facilities around the LA/LB and Oakland ports to enhance highway safety and security.
341) Establish a pilot test program using hazardous materials movement of containers and a short haul rail system that “flushes out” the containers in the ports and rail yards.
342) Develop a pilot project for creating a physical communication grid in the corridor.
343) Use intelligence and automated info to identify and target high-risk containers.
344) Pre-screen high-risk containers at point of departure.
345) Use new detection technology to quickly prescreen.
346) Develop joint inspection stations in the port districts and at the border crossing.
347) Develop community web portal to provide real or near real time information on goods movement and freight mobility conditions across road and rail network within the region.

348) Clear U.S. Customs at inland destinations.
350) Use smarter, tamper-evident containers with RFID e-seals.
351) Develop a container loading and unloading program (similar to CTPAT) that addresses homeland security issues like peaking for local California businesses.
352) Develop a Green Freight Corridor (similar to Customs Green Lane) program and system.
353) Install sensors and environmental monitoring equipment along corridor to communicate between operators, vehicles, containers and the command center.
355) Provide data feeds from corridor system to County Emergency center, the Command and Control Center at Camp Pendleton, the CHP command centers, and NORTHCOM.