
PORT OF OAKLAND / CITY OF OAKLAND
WEST OAKLAND TRUCK MANAGEMENT PLAN
Community Workshop – Meeting 1
October 11, 2017
6:00 p.m. – 8:30 p.m.

Meeting Location: Taylor United Methodist Church Multi-purpose Room 1188 12th St, Oakland, CA

Meeting Overview

This meeting launched the City of Oakland and the Port of Oakland joint effort to work with the larger community in preparing the West Oakland Truck Management Plan (TMP). This Plan will address truck circulation and truck parking within a defined area of West Oakland which includes the Port of Oakland. The TMP is needed per mitigation measure 4.3-7 from the Mitigation Monitoring and Reporting Program for the planned development of the former Oakland Army Base (OAB).

This was the first in a series of five community workshops and information meetings that will contribute to the development of the TMP. Approximately 100 people attended the meeting including residents, property owners, local business operators including those with trucking interests, truck drivers, community members, environmental and social justice stakeholders, and government agency representatives. At the meeting, the audience identified key concerns and provided input regarding trucks moving through West Oakland and nearby areas.

Richard Sinkoff, Director of Environmental Programs & Planning for the Port of Oakland and Patricia McGowan, Senior Environmental Planner for the City of Oakland made presentations. Surlene Grant with Envirocom Communications Strategies, LLC facilitated the workshop. (See the meeting agenda in Appendix). The following summarizes the meeting presentations and the audience participation in group discussions for the workshop.

Meeting Materials

Copies of the materials distributed to each attendee or used in the small group discussions are available at

<http://www2.oaklandnet.com/government/o/PBN/OurOrganization/PlanningZoning/s/truck-management-plan>

In addition, the PowerPoint presentation is available at

<http://www2.oaklandnet.com/government/o/PBN/OurOrganization/PlanningZoning/s/truck-management-plan>

Meeting Agenda Packet

- 2017 Survey Findings (page 5 of the West Oakland Drayage Truck Parking Study 2017 dated 9/28/2017)
- Vehicle Types and port/Non-Port Classification Chart,
- Map of the Daytime Truck Parking Locations (6/20/2017)
- Map of evening Truck Parking Locations (6/20/2017)
- Map of Port of Oakland Seaport Facilities
- City of Oakland Truck Routes & Prohibited Streets
- West Oakland Zoning Map
- Facilitator Questions for the break out discussion groups
- List of Acronyms and Abbreviations.



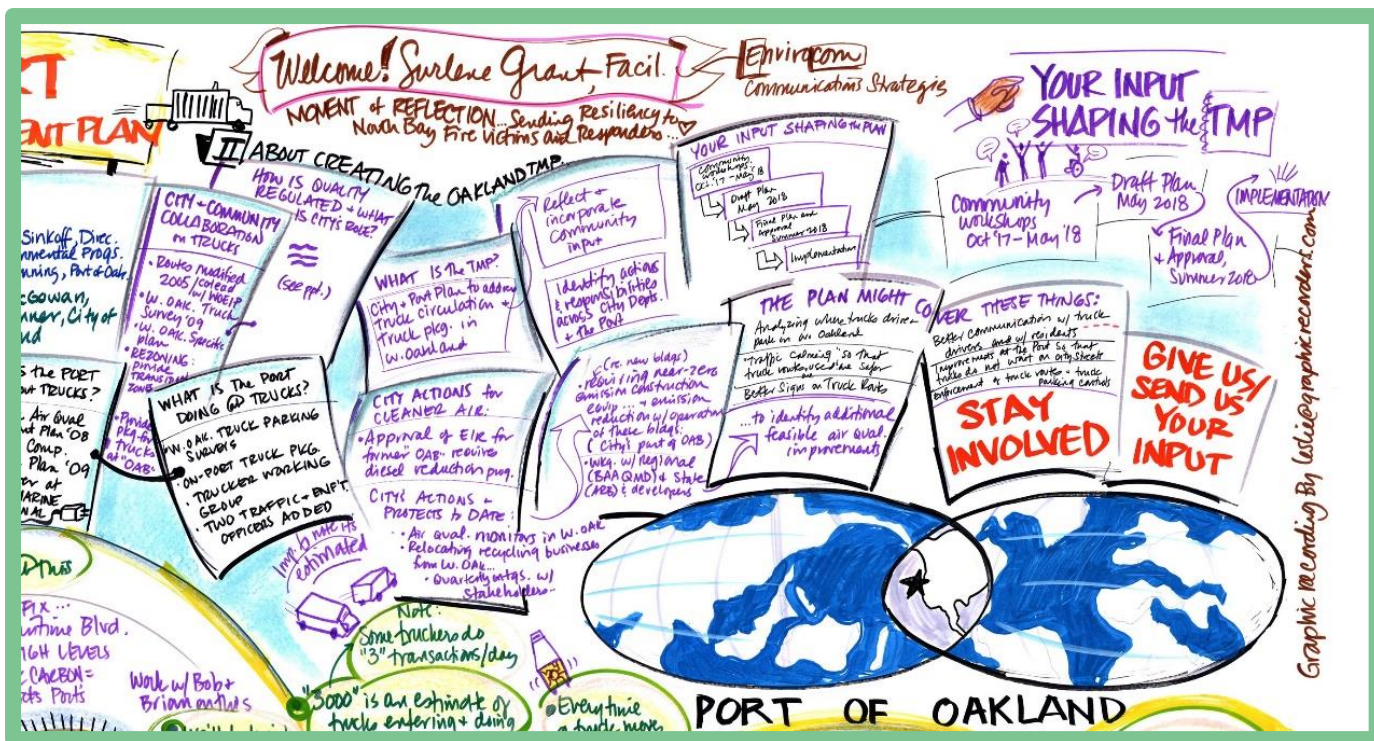
Welcome, Introductions and Presentations

- Important that the community stakeholders and others remain involved throughout the process because this Plan should include community-driven solutions.
- Information from the Workshops will be made available to the larger West Oakland community.

How Trucks Serve the Port

Richard Sinkoff, Environmental Programs & Planning Director, Port of Oakland shared information on the following:

- 1) Explanation of truck operations at that Port of Oakland
 - 2) Connection of truck operations to air quality
 - 3) Port of Oakland's program to reduce diesel emissions as well as other truck impacts.
- Trucks are key to moving cargo from the Port to retail spots, to railyards, and to the northern California region – all contributing to goods movement.
 - The Port's goal is to make sure trucks drive and park only where they are allowed.
 - Today, 8,500 trucks are registered with the Port's Secure Truck Enrollment Program (STEP) and approximately 3,000 of these trucks will serve the Port on a typical day.
 - The Port leads northern California in goods movement, which is beneficial for the State's economy.
 - Most of the equipment used at the Port runs on diesel and the Port has developed a diesel emission reduction program that will work along with the truck management plan to minimize emissions.
 - The Port is working to reduce diesel particulate emissions 85 percent by 2020 and to install shore power at every marine terminal to make sure every ship can plug in at the Port.
 - The Port conducted parking surveys from 2015, 2016 and 2017 to look at patterns of truck parking and to gauge truck parking outside of the Port in the West Oakland area.
 - Trucker's Work Group provides outreach and engagement with the trucking community to find solutions for truck impacts and operation challenges in and around the Port.
 - To date, the Port and its tenants have made changes such as opening at night; providing gate appointments; and providing amenities for trucker use such as food trucks, additional trash bins, and restrooms.



About Creating the West Oakland Truck Management Plan

Patricia McGowan, Senior Environmental Planner, City of Oakland, presented about three areas regarding the TMP:

- 1) the City and the community's work regarding trucks in West Oakland;
- 2) air quality: how it's regulated and the City's role
- 3) what the Truck Management Plan is intended to cover.

City and others roles and responsibilities

- For the past 10-15 years, the City and the West Oakland Environmental Indicators Project (WOEIP), and other community-based organizations have collaborated to modify truck routes in West Oakland.
- Truck routes officially adopted in 2005 identified streets where trucks are allowed and/or prohibited.
- In 2009, a truck survey was conducted by WOEIP and the Bay Area Air Quality Management District to count the number of trucks exiting the freeway on the way to the Port and other parts of West Oakland.

- Developed in 2014, the West Oakland Specific Plan (WOSP) created transitional zoning areas and prohibited new trucking business in some areas. In addition, areas of West Oakland were rezoned.
- The City of Oakland has authority over where trucks drive and the truck routes, where they can park on city streets, enforcement of these regulations, and land use designations to regulate the proximity of pollution sources.

Air quality

- Air quality is regulated by the California Air Resources Board (mobile sources) and the Bay Area Air Quality Management District (stationary sources).
- The Port can develop plans, programs and projects to help improve air quality.
- The City plans to relocate two recycling businesses from West Oakland to the former Oakland Army Base (OAB). The City is also providing for truck parking at the former OAB.
- The approval of the Environmental Impact Report for the former OAB requires a diesel emission reduction program.
- The City requires near-zero emission construction equipment for the new buildings being built at the City's portion of the OAB.

What the Truck Management Plan Will Do

- The West Oakland Truck Management Plan will address truck circulation and truck parking in West Oakland.
- It will reflect and incorporate community input and identify actions and responsibilities across City departments and the Port.
- The City hopes it will improve the quality of life in West Oakland and make it safer near the truck routes.
- The cost of the plan is shared between the City and the Port. This work is a result of the development of the OAB.

Questions from the audience members

Question: *What can residents do when they find an idled or parked truck on their residential streets?*

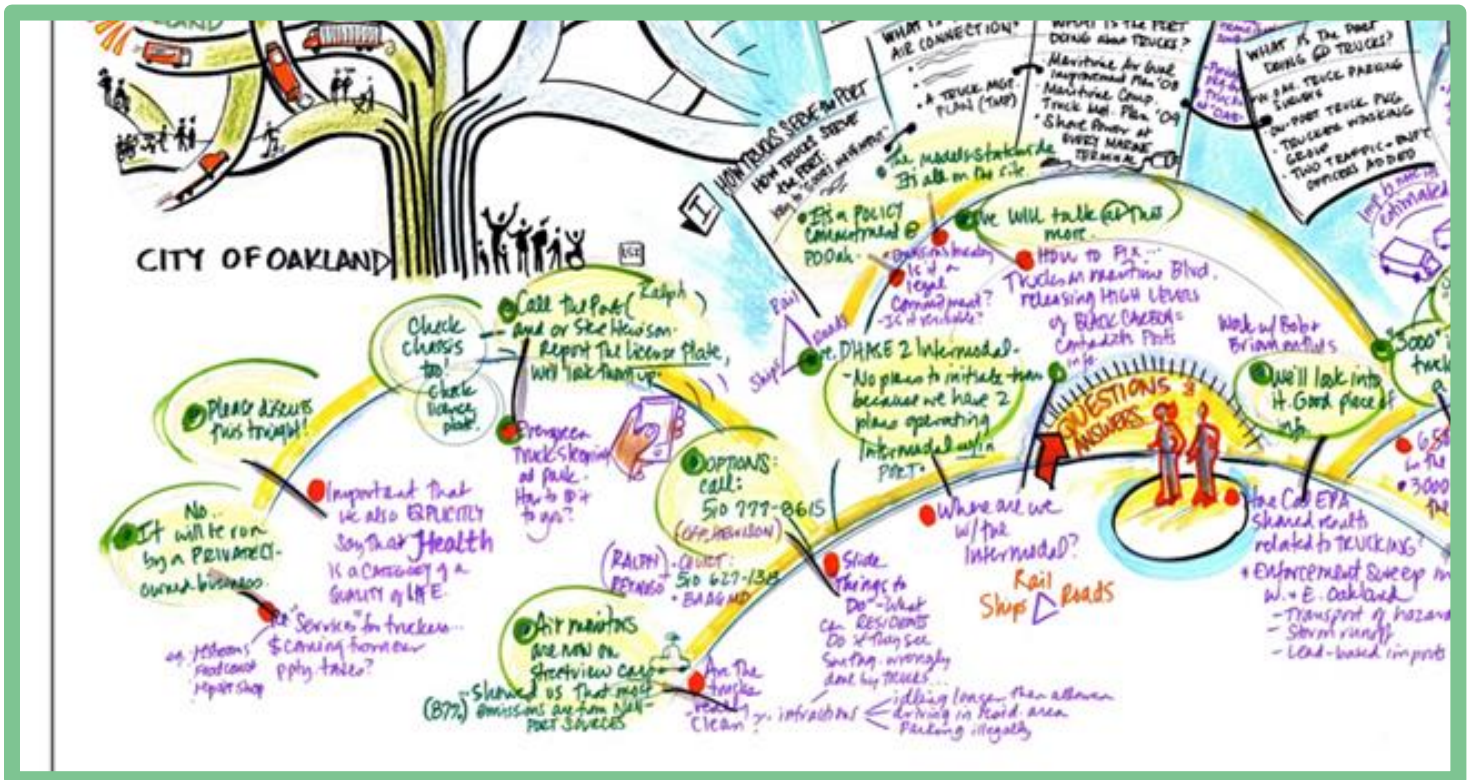
Answer: Residents can call Public Enforcement at (510) 777-8615. Or they can leave a message with the Bay Area Air Quality Management District at (510) 627-1313.

Question: *Regarding truck impacts, what is the status of the intermodal transfer of goods from rail to truck as it relates to trucking issues?*

Answer: The Port already has two intermodal railyards, Union Pacific and BNSF. There is ample capacity in the existing footprint to grow intermodal cargo. The Phase 2 intermodal is 10-15 years out and is not needed right now.

Question: *Has any of the CalEPA Environmental Justice task force information been shared with the community?*

Answer: Information was shared from an April enforcement sweep, which found lead-containing products for sale and storm water runoff issues, among other things. Thirteen of 17 recycling facilities were cited.



Question: ***Regarding data clarification, how can you know for sure that your number of 3,000 trucks using the Port per day is accurate?***

Answer: We estimate there are approximately 8,000 trucks in our registry, which allows us to get a good estimate to see how many trucks service the Port per day. Typically, it is 3,000 trucks per day depending on the area or how busy the Port is.

Question: ***Do you have a way to determine a baseline or measure reduction in truck trips from rail? Or will rail just increase throughput?***

Answer: Every truck in the registry has an ID number and each truck has an RFID unit. When trucks move around the Port, their movements are logged or tracked by that number on how frequently they come and go. The Port is the only system outside of Southern California where they know every move of a truck that goes through it. Our question now is what to do at the former OAB.

Question: ***You quote a 90 percent reduction in emissions; what are your thoughts on comparing this to the street level data from the recent data released by the Environmental Defense Fund?***

Answer: The poster shows real-time monitoring from a study that used Google Street View cars equipped with air sensors. The study shows the conditions of the car(s) that went out onto the street at the times the data was collected. Most of the air pollution in Oakland and in the Bay Area is from our freeways.

Question: ***If trucks are 98 percent clean, why are black carbon emissions so high along Maritime Street where all of the trucks are Port-serving? The stats just shared about problem trucks regarding black carbon emissions conflicts with what the Port shared once before. This needs to be fixed.***

Answer: This point brought additional comments from audience members. The facilitators suggested a deeper conversation with stakeholders regarding the apparent contradiction between the EDF study and the Port's emission inventories.

Question: ***There were two phone numbers shared for contacts to report truck infractions. What are the names of the person(s) we need to talk to?***

Answer: The Oakland Police Officer Hewison. Leave a voice mail message at (510) 777-8615 so he can get back to you. Ralph Reynoso, a wharfinger at the Port of Oakland at (510) 627-1313.

Question: ***Is there specific identifying mark to inform the Port about the trucks when filing complaints? There have been some instances with trucks taking out parked cars while turning corners on the way to the Port.***

Answer: We work closely with Oakland Police Department. You should record the truck's sticker number and/or their license plate information and report it to OPD and the Port. The trucks are in the registry and if it's a container without a truck they can still be traced even if the truck is from out of state. We can identify chassis and whole trucks.

Question: *Will the expense of preparing and implementing this Plan, and providing parking on City property at the Port, impact our property taxes?*

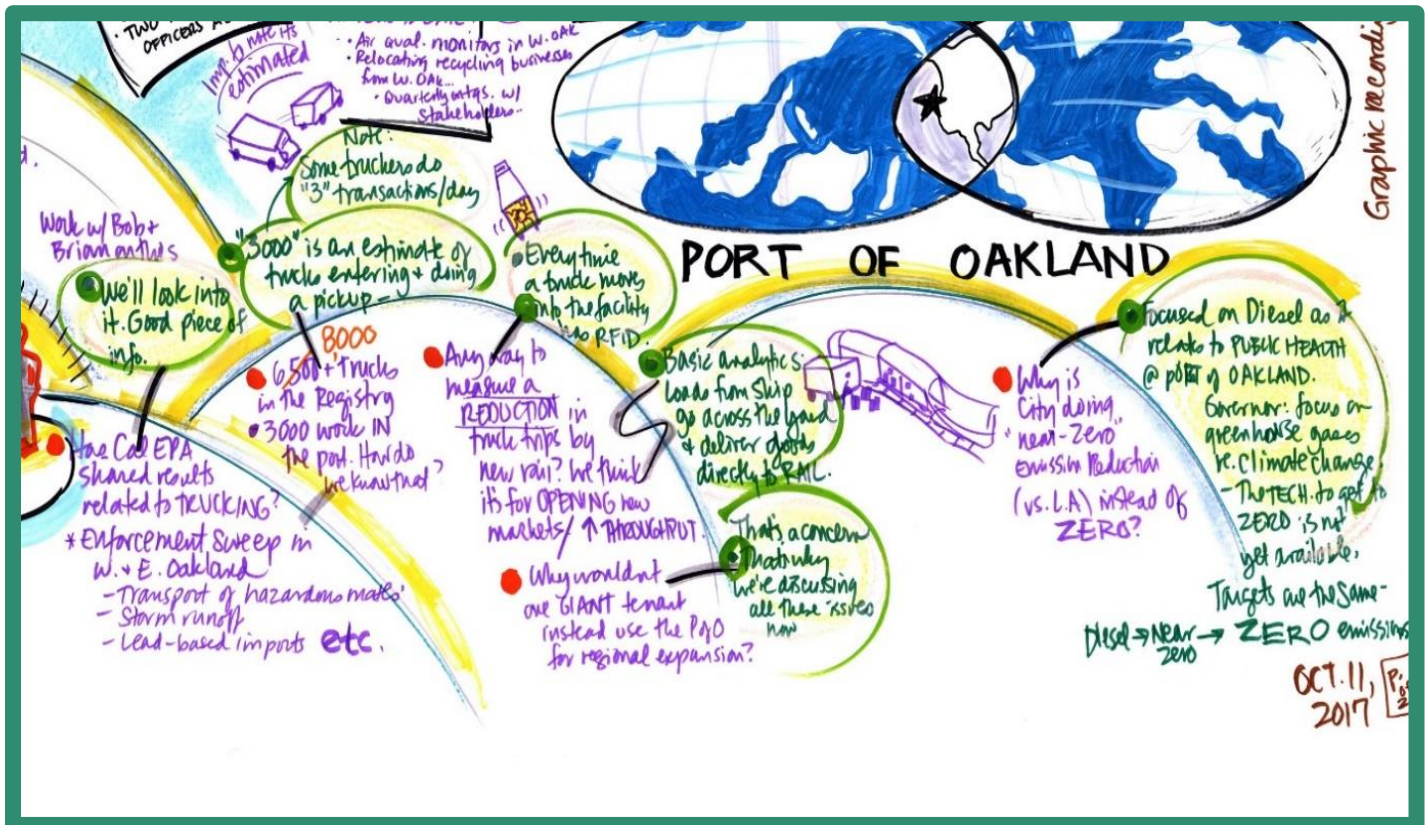
Answer: No, the parking facility and is being run by a private company. There is no impact on Oakland residents' property taxes. The cost for preparing and the implementing the TMP will not be passed onto Oakland residents.

Question: *Why is there not the requirement of "zero-emission" equipment similar to the what the Ports of LA and Long Beach require for the OAB and Port instead of "near-zero"?*

Answer: Ports in Southern California and Oakland are working to reduce air emissions. Oakland is focusing on diesel particulate matter. The California Governor's Executive Order is pushing Ports to reduce greenhouse gas emissions. The technology to get to zero diesel particulate matter emissions for heavy duty operations is not yet feasible. We must test the technology being used so that we have more accurate data.

Question: *Is MAQIP (Maritime Air Quality Improvement Plan) legally binding? If it is a policy commitment, then the emissions modeling is extremely important. How do we know it is being done with proper oversight etc.?*

Answer: The MAQIP is not legally binding but is a firm policy commitment. The Port's emissions inventories use California Air Resources Board's and BAAQMD's methodology and the inventories are peer reviewed by regulators.



Audience Exchange and Dialogue

The audience spent about 30-40 minutes in roundtable discussions with a facilitator at each table. This is a summary of those point shared during the report-out period.

1. What is a characteristic you appreciate about the West Oakland Community?
2. What are the concerns or problems you have related to trucks in West Oakland?
3. What are your ideas for solutions to your concerns or those of others at the table?
What do you think might be a solution to a problem identified in Question #2?

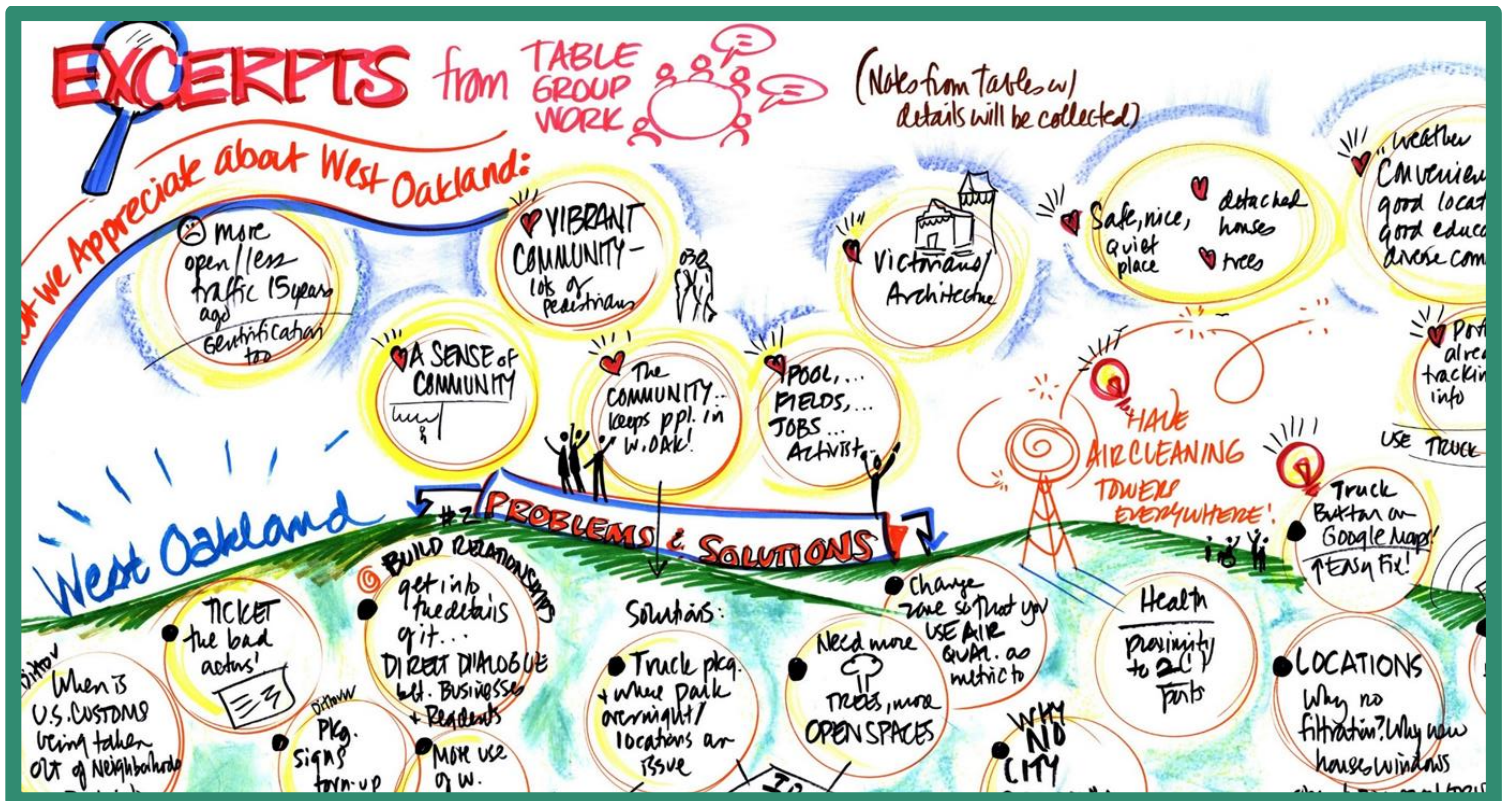
- ***What is a characteristic you appreciate about the West Oakland Community?***
 - It's a vibrant community with good pedestrian traffic.
 - Residents and non-residents can walk to work.
 - Openness and lack of heavy traffic.
 - Good neighbors created by good dialogue.
 - Area has gentrified, is changing and bringing more people.
- ***What are the concerns or problems you have related to trucks in West Oakland?***
 - Not enough interaction between truckers and community.
 - Need to be able to co-exist with the Port and the residents.
 - Need current map of truck routes. Maps are incorrect. Can we get correct maps from city website? Residents need ability to see if trucks are allowed on their street or not.
- ***What are your ideas for solutions to your concerns or those of others at the table?***
What do you think might be a solution to a problem identified in Question #2?
 - Reduce round trips of trucks from the Port to their clients.
 - Get down to nuts and bolts and fix the truck plan.
 - Recognize issues from residents living in the area who see it firsthand.
 - More trucker interaction to address issues together with the Port and community.
 - Facilitate additional community meetings and introduce an assigned Oakland Police Officer.
 - Identify what OPD can and cannot do to help manage truck plan.
 - Reduce volume of issues resulting in a win, win situation for both.
 - Continue striving for zero emission levels.
 - Increase advertising of prohibited and non-prohibited truck routes.
 - City of Oakland can change zoning to reduce pollution for new business areas.

Conclusion

This meeting was the first of five community meetings and workshops planned for the TMP. The next meeting will be Saturday, December 2, 2017.

For a more detailed report regarding the October 11 meeting and subsequent activities, please visit the website at:

<http://www2.oaklandnet.com/government/o/PBN/OurOrganization/PlanningZoning/s/truck-management-plan>



Credit: All graphic provided by Leslie Salmon-Zhu, Graphic Recorder

**Trucks in West Oakland
Community Workshop
October 11, 2017
6:00 p.m. – 8:30 p.m.**

**Taylor Memorial United Methodist Church
1188 12th Street, Oakland, CA 94067**

Meeting Purpose: Fulfill the Port's commitment to report or give an update on the Truck Management Plan (TMP) progress and responding to clarifying questions.

AGENDA

- I. Registration & Light Dinner
- II. Meeting Begins
 - Welcome & Introduction - Facilitator Surlene Grant, Envirocom Communications Strategies, LLC
 - Agenda Review
- III. How Trucks Serve the Port
 - Presenter: Robert Sinkoff, Director of Environmental Programs & Planning, Port of Oakland
- IV. About Creating the West Oakland Truck Management Plan
 - Presenter: Pat McGowan, Senior Planner, City of Oakland
- V. Your Input Shaping the Plan – Surlene Grant
- VI. Questions and Answers – Facilitated by Surlene Grant
- VII. Interactive Exchange & Dialogue – All
- VIII. Wrap-Up & Adjournment – Surlene Grant
- IX. City & Port Representatives will be available after the program to answer any questions.