

Oakland International



Oakland International Airport's Air Quality Improvement Program

Outline of Presentation

- **Facts About OAK**
 - **Airport Expansion & Mitigation Measures**
- **Alternative Fuel Program**
 - Employee Incentives
 - Infrastructure
 - Airside
- **Trip Reduction Program**
 - Employee Incentives
- **Challenges with Establishing GSE Alternative Fuel**
- **Questions/Comments**

Oakland International Airport Today



- OAK served 13.6 million passengers in 2003 and 12.7 million passengers in 2002
- OAK has over 200 daily departures to 38 nonstop destinations, including NYC Boston, Mexico & Costa Rica
- April 2004 OAK broke ground on its terminal expansion, which includes 12 new gates. (New construction uses green building design criteria)

Project Mitigation

- Eleven environmental programs that incorporate mitigation measures, 4 of which are related to air quality
- The programs mitigate overall impacts resulting from long-term operation of facilities constructed under the ADP
- Adopted Dec. 1997 and June 1999 by the Port

Port Mission: Sustainable Development

The Port of Oakland is committed to sustainability or the "triple bottom line," which includes:

- economic vitality,
- social equity and
- environmental responsibility



Oakland International Airport



A division of the Port of Oakland

Alternative Fuel Program: Landside

Ground Transportation Providers

- 50% alternative fuel requirement for:
 - Taxis
 - Door to Door Shuttles
 - Off Airport Parking
 - Hotel Shuttles
 - Airport Shuttle Buses
- Package Delivery Companies
 - Airborne Express owns 4 CNG vans



Alternative Fuel Program: Landside



<u>Current Status</u>	<u>% Alt. Fuel</u>
Taxis	65%
Door to Door Shuttles	50%
Off Airport Parking	*15%
Airport Shuttle Buses	43%

Alternative Fuel Program: Landside

Airport/Port Vehicles:

- CNG for light & medium duty vehicles
- Low-sulfur diesel fuel for heavy vehicles
- 30 Electric Vehicles used for Parking Lot Patrol, Operations & Security



- 15 CNG buses for parking lot shuttle
- 19 CNG vans owned by Port leased to Door-to-Door operators at a discount

Low-Emission Bus Sponsored by



Alternative Fuel Program: Infrastructure

Fueling & Charging at the Airport

- CNG fueling station
 - Servicing taxis, shuttles, refuse trucks, port vehicles and the public
- Four electric charging stations in parking lots
- Applied for State SEP Grant for electric charging station for GSE



Alternative Fuel Program: Airside

Gates

- Preconditioned air and ground power at *all* gates
 - Required for the construction of new gates
 - Older gates will be retrofitted

Ground Service Equipment (GSE)

- 100% conversion of GSE Fleet by 2010
 - GSE Inventory being conducted to meet goal
 - Creative incentives and financing needed!!!



Trip Reduction Program

Additional Efforts

- BART Connector to Oakland Airport
- Consolidation of rental car facilities
- Consolidated/shared hotel shuttles
- Provide public transit information to passengers and employees



Trip Reduction Program

Employee Incentives:

- Vanpool/carpool parking
- Port employee purchase program to encourage hybrid vehicles for personal use
- Port reimbursement funds available towards purchase of personal vehicle (electric, CNG or hybrid)
- Trip reduction survey to institute an Airport employee program (8,000 employees at the Airport)
- Reduced AirBART passes



Survey Says...

- Of Airport Employees Surveyed:
 - 87% Drive Alone
 - 42% live 21+ miles
- Reasoning:
 - Convenience/Flexibility
 - Ability to make en route stops
 - Cost
- Challenges in Developing a Trip Reduction Program:
 - Diverse work schedules
 - Addressing en route stops & “convenience” factor

Airport Employees Include:

Concessions/Restaurants
Bus Drivers
Maintenance Staff
Janitorial Staff
Security
FAA Tower Staff
Airline Staff
Air Cargo Staff
Airport Managerial Staff
Flight Kitchen
North Airfield Tenants

Challenges Associated with Converting Airside Fleet (GSE)

- Not Airport owned or operated
- Longevity of GSE equipment (10-15+ yrs)
- Airline resistance due to:
 - Finances
 - Setting precedent at any one airport may lead other airports to request similar fleet conversions
 - Current conversion requirements established with Southern California and Texas
- Possible federal preemption due to interstate commerce (since GSE service aircraft)
- “Mitigation” does not qualify for funding (Air21, Carl Moyer)



Other Mitigation Efforts

In addition to our efforts to reduce air emissions, the Port is also committed to:

- Noise Abatement and Insulation Program
- Airport Recycling Program
- Burrowing Owl Habitat
- Water Quality
- Public Access (e.g. Bay Trail, bike lanes)
- Wetlands Restoration
- LEED certification for Terminal 2 extension



Questions/Comments?

Renee Dowlin, AICP
Oakland International Airport
Airport Environmental Planner
Rdowlin@portoakland.com