

SCREENING CRITERIA

Document Overview: The screening criteria will be used to screen the potential emission and risk reduction initiatives suggested by the Task Force, including the initiatives included in the Source Document Work Team report.

How the Criteria Will be Used

1. Only initiatives that have a direct relationship to emission and risk reductions (i.e. reduce emissions/risk) will be subject to screening. One example of an initiative that would not be subject to screening is: "Create an agency caucus to monitor emission and risk reduction over time."
2. A work team of the Task Force, with support from Port staff and technical consultants, stakeholder technical consultants, and staff from the Bay Area Air Quality Management District, will determine which initiatives are subject to screening. Initiatives not subject to screening will be combined separately and considered by the Task Force for potential inclusion in the Plan.
3. The work team will screen the remaining initiatives using the criteria shown on page 2 of this document. The screening criteria are intended to categorize initiatives into two groups: primary and secondary interest for achieving reductions above and beyond regulatory requirements.
 - **Primary Interest Initiatives:** A "yes" response to each criterion is required for inclusion of the proposed initiative in the Plan as an initiative of primary interest. Primary interest initiatives will be included in the Plan.
 - **Secondary Interest Initiatives:** A "no" response to any of the criteria categorizes the proposed initiative as an initiative of secondary interest. Secondary interest initiatives will be included in the Plan, along with a brief summary of which criteria were not met.
4. Primary and secondary interest initiatives, as determined by the work team, will be presented to the Task Force for confirmation.
5. The "initiatives of primary interest" list would be consulted first when the Port or its tenants and business partners are considering actions to reduce emissions and risk. It is possible, however, that an initiative of secondary interest may be implemented before an initiative of primary interest if, for example, changes in technology render one more practicable than another. The implementation of any initiative is subject to economic, legal, and technological feasibility.
6. The screening criteria are not intended to set forth a framework for funding, implementation, monitoring, and tracking of the initiatives. These issues will be considered by the Task Force separately from the screening criteria.

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Criterion	Description
1. Regulatory Duplication	Does the proposed initiative achieve “surplus” emission reductions, defined as emission reductions in advance of or beyond an existing regulation or other commitment (for example, an existing MOU)?
2. Air Quality and Health Benefit	Does the proposed initiative contribute to non-negligible local emission and health risk reduction and/or regional ambient air quality improvement?
3. Location	Does the benefit of the proposed initiative occur primarily in the designated ‘primary impact geographic area’ of the MAQIP (i.e. West Oakland)?
4. Measurement and Tracking	Can the emission reductions from implementation of the proposed initiative be estimated quantitatively and therefore tracked over time?
5. Technological Practicability	Can the proposed initiative be implemented with existing or foreseeable technology?
6. Side effects	Does the proposed initiative avoid or at least minimize foreseeable negative environmental, economic, or social side effects?
7. Operational Practicability	Can the proposed initiative be implemented without significant disruption to the movement of freight or compromising safety?