

**Public Engagement Meeting for the
Former Oakland Army Base (OAB)**

Thursday January 27, 2021

10:00 am - 12:00 pm

Meeting held virtually via Zoom platform.

Meeting video and documents available at <https://www.oaklandseaport.com/development-programs/seaport-logistics-complex/public-engagement-meetings/>

Meeting Objectives:

- To provide stakeholders with a Maritime Overview and report back on any key updates since the October, 2020 meeting.
 - Gather feedback on a Stakeholder Group, including priority issues to be addressed.
 - Follow-up on October 2020 discussion on Truck Parking/Circulation.
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I. Meeting Start and Format Overview

Facilitator Surlene Grant began the meeting at 10:00 am by welcoming participants to the meeting. While waiting for more participants to join, the group watched a videotaped performance of the song “What’s Going On” by the Oakland School of the Arts. At 10:04 a.m., the meeting began in earnest with Ms. Grant reviewing the agenda for the day and introducing Port Director Danny Wan.

II. Welcome and Meeting Purpose

Port of Oakland Executive Director Danny Wan welcomed participants to the meeting. Echoing the sentiment of the Oakland School for the Arts performance, Mr. Wan told the group that “things ain’t what they used to be,” referencing the economic downturn that the country and the Port has experienced over the past year and the improvements that are planned for the Port. He highlighted the many jobs that exist because of Port activity and stated that the 84,000 Port-related jobs are not leaving and that the Port is committed to retaining these jobs. His comments emphasized that the Port and the community need to come together to plan for air quality and land use for the future. As a group there is a need to plan holistically including focus on terminal operations, neighborhood, and streets outside of the Port. The Port has not had a comprehensive planning for a long time since the Oakland Army Base Environmental Impact Report (EIR).

Mr. Wan closed his comments by saying that things are not as they used to be with respect to the Port and its activities, but with a bold vision, creativity and working together, we can move forward together.

III. Acknowledgment of Key Port and City Staff

Ms. Grant acknowledged key staff from the Port of Oakland:

Amy Tharpe, Director of Social Responsibility; Bryan Brandes, Director of Maritime; Kristi McKenney, Chief Operating Officer; Richard Sinkoff, Director of Environmental Programs & Planning; Robert Bernardo, Acting Director of Communications; Radiah Victor, Senior Port Strategic Planner; Andrew Hwang, Business Development & International Marketing Manager; Pia Franzese, Senior Maritime Projects Administrator; Julina Bonilla, Workforce Development Manager; Laura Arreola, Community Relations Manager; Luana España, Community Affairs Representative; Andrea Gardner, Port Associate Environmental Planner/Scientist; and Khamly Chuop, Port Associate Environmental Planner/Scientist.

Also acknowledged were key City of Oakland staff present including Corey Alvin, Environmental Coordinator. In addition to staff, several public officials were acknowledged for their expected attendance including Oakland City Councilmembers Carroll Fife and Treva Reid, and Alameda City Councilmember Trish Herrera Spencer.

IV. Maritime Overview and Economic Outlook

Port Director of Maritime Bryan Brandes gave an overview of recent activities in the Port's Maritime Division. Highlights of the presentation included:

- First Port of Call service starting February 12, 2021 It has been 10 years since Oakland had a first port of call service which allows cargo to transit directly from Asia to Oakland. The significance of the first port of call status is the increase in jobs to Oakland.
- Announcement of the Seaport Stakeholders Group - In response to community feedback, this group will consolidate the different maritime stakeholders' groups and focus on all maritime issues. The first task of the newly formed group will be to actively participate in and contribute to the Port's Seaport Land Use Plan.
- Video - Mr. Brandes' presentation included a virtual video tour of the Port's Maritime area. Highlights of the video included:
 - Acquisition of the tallest cranes in the United States. The new cranes will be able to handle vessels with cargo containers stacked 14 high. More cargo means more jobs for Oakland.
 - New 466,000 square feet Warehouse Facility in Seaport Logistics Complex. New Cargo business means new jobs.
 - West Oakland Truck Management Plan is in the works. This is a joint planning effort with the City and Port, and significant input from the West Oakland residential and business communities. It will result in fewer trucks driving, and parking in residential areas, and reducing local emissions.
 - Seaport Logistics Complex includes 32 acres for container storage and 10 electric charging stations. It's part of an initiative to convert off-highway trucks to electric. The Freight Intelligent Transportation System (FITS) project will modernize technology at the seaport. FITS includes upgraded camera system,

overhead message signs, and smartphone app for truck drivers to ease truck traffic flow into the Port area reducing truck congestions and emissions.

- The Oakland Board of Port Commissioners has extended its Maritime and Aviation Project Labor Agreement (MAPLA) for 5 years. The MAPLA increases opportunities for East Bay hiring on Port related capital projects.
- When all elements are implemented, the Port can deliver greater benefits to the Oakland community.

Commercial Update

Andrew Hwang, Port Business Development & International Marketing Manager, gave the Commercial Marketing report from both the import and export perspective.

- **Imports:** Import vessel capacity is up 25% over the normal average capacity in the Trans Pacific and we anticipate a strong market until March and perhaps June. But the increase has come with delays in Los Angeles/Long Beach and thereby delaying cargo arrival in Oakland. Parties in the supply chain have begun to act in a few ways. First, by making Oakland a first port of call and shifting cargo away from LA/Long Beach and coming straight to Oakland. There is also interest from importers to relocate distribution centers to Northern California or adding distribution centers in Northern California.
- **Exports:** Ocean Carrier partners have been able to get California exports out to market.
- Refrigerated cargo is important to Oakland. Mr. Hwang anticipates a strong California naval season at the Port.
- Delays in cargo in China due to strict inspections at customs, particularly of seafood.

Gateway Industrial District Update

Corey Alvin, Environmental Coordinator for the City of Oakland provided an update of the 160 acres designed to support the movement of seaports and goods. Formerly part of OAB and closed in 1999. The City finished infrastructure project in 2019 with new roads and bike paths. Includes state of the arts warehouse and distribution facilities. Current projects include:

North Gateway Area

- CWS and the City are negotiating a lease and disposition agreement. Locating from West Oakland to this location. The Planning Commission will recommend to the City Council a recommend CUP action during a public hearing. A Planning Commission date has not yet been set. City Council will act on the CUP and the lease and disposition agreement during a regularly scheduled hearing. Date not confirmed yet for hearing.
- CASS Bulk Recycling. Working on Exclusive Negotiating Agreement (ENA) to transfer land from City to CASS. No confirmed date but will be a public hearing.
- Ancillary maritime services facility to be run by Oakland Maritime Support Services (OMSS) on half of the site. The other half will be a truck parking lot. No operational date yet. OMSS will be seeking funding for gas station, truck stop/layover area.

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Central Gateway Area

Prologis development has completed a new 189 square feet warehouse building on Burma Road. It is not occupied but being marketed for a tenancy.

West Gateway Area

Mr. Alvin reminded the group that the West Gateway area is in litigation with the City with respect to what can occur on the property.

Truck Management Plan

Between January and March there will be discussions on usage of Frontage Road. City will be gathering data on activity on Frontage Road in preparation for a community meeting where there will be additional updates and data. Starting in May, Oakland City Council anticipates hearing updates on truck routes and parking as well as training for parking enforcement personnel. From May to August there will be sign replacement and installation.

Finally, Mr. Alvin reviewed the website and areas of interest to users. He added that the newsletter was well-received and he asked for ideas, suggestions about how to make the newsletter more interactive.

CLARIFYING QUESTIONS

Q: With whom is the agreement for West Gateway? (Andrea Gaffney from BCDC)

A: Answering the question regarding the West Gateway Area: There are two state court actions. One from Oakland Bulk and Oversized Terminal (OBOT) and one from the City. OBOT has claimed that it was unable to perform under their lease because the City deliberately blocked them by passing the no coal ordinance among other things and is asking for specific performance (City should approve its development plan – coal terminal) and damages from the City. The City has claimed the developer to be in default of the lease for failure to perform and seeks to regain control of the property. (Corey Alvin)

Q: Are there any updates for the rail connection link between the Outer Harbor Intermodal Terminal (OHIT) yard and the West Gateway Lead (across Maritime)?

A: The rail crossings were installed by the City as part of the public improvements project. The remainder of the WGWL construction is part of private improvements under the OBOT lease that is subject to litigation. (Corey Alvin)

Q: Have the new cranes arrived yet? (Patricia McGowan)

A: Yes. The new cranes arrived over the holidays. They were delivered to the terminal in early January. It takes a couple months for the cranes to be fully assembled because they came in sections so they could fit in under the bridges. They are starting to be erected now and will be fully commissioned probably by March or April. (Bryan Brandes)

Q: What terminal is the first port of call coming into the Port of Oakland and what is the vessel carrier name?

The vessel carrier's name is CMA CGM. It is calling the Oakland International Container Terminal. The service name will be the Golden Gate Bridge Express. (Bryan Brandes)

Q: Please give us an update on the aggregate project that will displace the truck parking. (Bill Aboudi)

A: The Seaport Land Use Plan will involve several technical studies that will make up that plan. Those technical studies are the Truck Parking Plan and the Truck Circulation Plan, and both of those technical studies are currently underway with consultants. Once we receive those studies, we will be incorporating those into the discussions for the land use plan. (Bryan Brandes)

V. Seaport Stakeholder Group

Amy Tharpe, Port Director of Social Responsibility, gave an overview of the newly announced Seaport Stakeholder Group. The purpose of the group is:

- To develop a stakeholder advisory group that will provide input, guidance, collaboration and direction on the Port's Maritime business strategies and priorities.
- Short Term: Advise on the Port Land Use Plan
- Long Term: Provide ongoing counsel on Maritime-related policy, business, and community topics.

The group has three policy goals:

- Create a thriving and growing Port.
- Create maximum economic and community benefit.
- Engage impacted stakeholders in meaningful problem-solving.

Ms. Tharpe said that it was important to form this group as the Port would like to be transparent in its decision-making. She said that the Port heard the community when they said that the Port should not make decisions alone, without community input. This group will help inform why decisions are made. The Port will be working on developing the group and the hope is to convene the group quarterly throughout the rest of 2021. There will also be Ad Hoc and Technical Advisory groups as part of this effort.

VI. BREAKOUT SESSION

Participants divided into randomly chosen breakout groups for 45 minutes to discuss several elements of the Seaport Stakeholder Group. Questions considered by the groups are:

- What could a consolidated forum for engagement on Maritime issues look like?
- What stakeholders/groups should participate?
- Are there other forums that this group should engage/coordinate with?
- What are ways to ensure broad community input using the forum?

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- Examples of similar groups/forums that work well.
- What scope and issues should be prioritized in a consolidated forum for public engagement for Maritime?
- For your organization, what are issues that should be addressed in a Maritime forum?
- From the presented list of issues, which are the top four issues to prioritize?

BREAKOUT SESSION

Notes from the Breakout Session are attached to the end of this summary.

RECONVENED 11:40 a.m.

VII. Reconvening and Key Learnings

Upon returning from the breakout sessions, Ms. Grant asked participants to share their top two learnings from the breakout sessions. A representative from each group provided feedback and shared comments on what might be needed as the design of the Seaport Stakeholder Group continues.

Robert Bernardo reported for his group and said participants wanted a broader group that would meet regularly and then from that broader group there would be different tracks or different subcommittees that focus on niche or industry topics. This approach enables those who want to attend the meetings to get regular updates and also attend breakout sessions to drill down into specific topics topic areas. This group also considered methods of outreach and thought there needed to be creative and innovative outreach methods. One suggestion was the idea of using infographics when communicating with stakeholders and finding other ways to convey information that is interesting and maybe visually compelling.

Julina Bonilla shared learnings from her group and said discussions centered around a forum, given that we are in a digital platform right now and that we will likely in some point in the future, go back to the in-person. There was good input about considering hybrid models and reviewing all of this with an equity lens. The focus is on how we are pulling together resources and who has resources, who does not have resources and think about expanding our forums.

Andrea Gardner reported that her group had a real appreciation for the idea of subgroups or subcommittees that would take on technical issues noting that resolving some issues require people involved with the entire chain to start focusing on. There were comments that focused especially on efficiency and understanding that efficiency will greatly reduce idling and delays that contribute to the emissions that the community wants to reduce so it works for everybody. Janice Adam added that participants pointed to the work done by the West Oakland Environmental Indicators Project as successful engagement.

For the last group, Khamly Chuop recapped some of the highlights of her breakout session and said there was a concern with that aggregate terminal potentially coming on board and the concern about gravel on the roadways. There was a lot of good feedback on the ballpark and how it would impact industry.

Laura Arreola said that there was concern in her group around truck traffic and safety related to the ballpark.

Other comments included:

- Shane Krpata said he hoped that the Port could bring forward below medium income housing when there is an opportunity.
- Bill Aboudi added that he was concerned that the community was not getting good feedback. Today he felt as if he had been heard.

VIII. Future Public Engagement, Next Steps and Meeting Conclusion

Laura Arreola, Port Community Relations Manager, concluded the meeting with directions on where to find information on documents and upcoming meetings and ongoing engagement activities for residents. She reminded the group of the many ways that the Port continues to engage the community through the AB617 West Oakland Community Action Plan Port and Freight Subcommittee and the monthly Trucker Work Group meetings. She asked that participants make sure to leave their information to keep abreast of Port planning efforts to ensure the community can help in the design. She advised all to continue to follow the City's website for updates on the Oakland Army Base newsletter.

The meeting concluded at 12:05 p.m.

Attachments – Meeting Agenda

**Public Engagement Meeting for the Former Oakland Army Base (OAB) Wednesday, January 27, 2021,
10:00 am to 12:00 pm**

Meeting Objectives:

- Provide stakeholders with a Maritime Overview and report back on any key updates since the October 2020 meeting.
- Gather feedback on a Seaport Stakeholder Group, including priority issues to be addressed.
- Follow-up on October 2020 discussion on Truck Parking/Circulation.

This will be a virtual meeting on the Zoom platform. If this is your first time participating in a Zoom meeting, please join approximately 15 mins early to download the software.

To join the zoom meeting by computer or telephone:

**Each registered participant will join the meeting via their unique zoom link.*

Please note: This meeting will be recorded for Port files and use.

Meeting Facilitator: Surlene Grant, Envirocom Communications Strategies, LLC Meeting Notetaker:

Janice Adam, Envirocom Communications Strategies, LLC

I. Meeting Start and Format Overview	Surlene Grant, Facilitator, Envirocom
II. Welcome and Meeting Purpose	Danny Wan, Executive Director, Port of Oakland
III. Acknowledgement of Key Port and City Staff	Surlene Grant, Facilitator, Envirocom
IV. a. Maritime Overview and Economic Outlook b. City of Oakland OAB Development Update c. Commercial Update d. Clarifying Questions	Bryan Brandes, Director of Maritime, Port of Oakland Corey Alvin, Environmental Coordinator, City of Oakland Andrew Hwang, Business Development & International Marketing Manager Surlene Grant, Facilitator, Envirocom
V. Seaport Stakeholder Group	Amy Tharpe, Director of Social Responsibility, Port of Oakland
VI. Breakout Rooms	Port Facilitators and Notetakers
VII. Reconvening and Key Learnings	Surlene Grant, Facilitator, Envirocom
VIII. Future Public Engagement, Next Steps, and Meeting Conclusion	Laura Arreola, Community Relations Manager, Port of Oakland

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Attachments – NOTES FROM BREAKOUTS

Notetaker: Radiah Victor

Facilitator: Robert Bernardo

Facilitator's Name: Robert Bernardo

Notetaker's Name: Radiah T. Victor

Instructions: For each question, please note the commenter and their response to the question.

Breakout Room Session 1 (25 mins): (Introductions) Robert Bernardo (Port), Kristi McKinney (Port), Radiah Victor (Port), Evey Hwang (Customs Broker), Erin Larsen (Ocean Network Express), Katherine Pan (BCDC Planner); Aitan (O2 Artisans Aggregate), Susan Ransom (SSA Customer Relations Manager), David Arsenault (President of GSC Logistics), Jared Spencer (Keith Carson Office), Amy Tharpe (Floater)

Question 1: What could a consolidated forum for engagement on Maritime issues look like?

- Smaller niche group meetings that report back to larger group forum
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Erin: Establish focused/ niche group sharing on topic area of interest and feed input into a larger forum.

Susan: Focused group and then bring together/report out in larger forum.

Katherine: There are a lot of meetings, same people at each meeting. Prefer a single meeting format to receive updates on everything. Good for everyone to be in the same room to develop relationship.

Question 2: What stakeholders/groups should participate?

- Terminals, Truckers, Ocean Carriers, Port Commissioners, Clients import/export, regulatory agencies, transportation agency, community members and organizations, City of Oakland, Park representatives, business, & property owners.
-

Susan: Terminal, Trucker community & Board Commissioners need to be involved.

Erin: Ocean Carriers

Evey: Clients import/export. User of port that has a stake interest in Port. Port is a regional Port.

Katherine: State & regional agencies, regulatory agencies, transportation agencies, City of Oakland, community and park representatives, business centers, property owners.

David: Are we going through this because current process is not working?

Amy: No. current public engagement process is not broken. Port conducts a lot of outreach and engagement activities. Listed various engagement groups. Port took a step back. Same issues come up in every meeting & group. Intent is to create a single group to represent various areas.

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Question 3: Are there other forums that this group should engage/coordinate with?

- Leverage Technology; continue hybrid (in-person & virtual) meetings.
 - Port Efficiency Task Force, Trucker's work group, WOCAP (Goods Movement & Land Use subcommittees), East Bay Economic Development Alliance; New BCDC EJ forum, Bay Adapt.
 - Disseminate 1-page info graphic/project overview as part of meeting materials.
-

Amy: WOCAP advisory group is a good example that demonstrates the need to be aware of other groups and existing forums.

Evey: Port Efficiency Task Force. Pandemic has caused virtual meetings. Hybrid in future. Will Seaport group incorporate all other Port groups? Maybe continue virtual meeting environment so it allows everyone to participate. How will this new group coordinate? Truck work group meets every other month; Seaport Stakeholder group could meet bi-mthly for an hour.

Susan: Port Efficiency Task Force and Trucker Work Groups are different entities focused on Terminal operations.

Katherine: Can Port Efficient Task Force report out at this meeting? BCDC will begin an Environmental Justice Advisory group to guide implementation of EJ policies. Bay Adapt Sea level rise forum coming soon in the future. Port needs to provide an accessible and informative website that provides project information.

Jared: Economic development partners; knowledge and advocacy; consumable format that participants can easily digest; not necessarily a 2-hour meeting. Email out 1-page info overview to set baseline knowledge; good method to effectively engage participants in the process.

Question 4: What are ways to ensure broad community input using the forum?

- Recognize add'l outreach may be needed, not everyone is paid to attend various meetings & forums.
 - Stipends (BCDC suggestion)
 - Keep in mind, due to competition, some stakeholders are limited to what can be shared in open forum, etc.; focused meeting is good alternative.
 - Dual need for open/off the record sharing & on the record discussion.
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Katherine: Not everyone is paid to attend meetings. Time to attend various meetings is challenging. Additional outreach may be needed to maximize community participation and engagement (e.g., childcare challenges, consider stipend). Create space for on the record and off the record discussion. Disseminate meeting materials in a timely manner.

Erin: Some industries are regulated on what they can share in an open forum due to competition. May need to consider focused meetings.

Susan: Same concern share by Erin applies to terminal operators. Can only talk in generalities.

Evey: No press or recording. Free & protected environment. Confidentiality.

Jared: Consider conducting surveys or drill down on what you are trying to get out of the meeting from participants.

Question 5: Examples of similar groups/forums that work well?

Breakout Room Session 2 (15 mins)

Question 1: What scope and issues should be prioritized in a consolidated forum for public engagement on Maritime?

Question 2: For your organization, what are issues that should be addressed in a Maritime forum?

Question 3: From this list of issues, which are the top four issues to prioritize?

Notetaker: Janice Adam
Facilitator: Andrea Gardner

Participants: Bill Aboudi, Paul Konzen, Christopher Chang, Patrician McGowan, Richard Sinkoff, Amy Tharpe, Axel

Question 1: What could a consolidated forum for engagement on Maritime issues look like?

Question 2: What stakeholders/groups should participate? How do we reach them?

Paul: Anyone with an interest and valid concern with what happens at the Port should be included. Like to see rank and file tenants in the discussion. Need to reach out to more tenants. Do not know how to reach them. Perhaps a questionnaire or survey. Many want to stay under the radar.

Bill: The Port has asked truckers to show up for years and we simply do not. With lack of participation, the message is diluted. Comments tend to make it to the notes as different from what was said. Not sure if it is because truckers are not showing up, but our messages are not taking hold.

Bill: Good to have high level discussions, but need folks to get into the weeds, the details. There is a domino effect. We need help in the intermodal chain.

Christopher Chang: We have the United Nations at our place with folks working long hours. Not sure if asking people to attend a meeting for two hours with no result is worth it. We have ideas that do not get implemented. Truckers are working long hours. Negating the voice of the truckers.

Patricia: How can we reach groups? Who should they be? Useful to have people who are part of the chain of movement. This is a good idea. People who understand the chain of movement but also community and tenants.

Axel: With regards to AQ, efficiency at Port improves neighborhood AQ. You achieve both improved airy quality when the port is efficiently run.

Andrea: What other groups/forums that work well?

Bill: The West Oakland Environmental Indicators Project (WOEIP) is an example of a group that works well. They listen to all concerns. There was a lot of hostility when first came to WO. Here at the Port, we are split into silos. Example SSA will shut down for 2 hours to sanitize. This does not work for us (truckers) as this extends down time for truckers. These actions are affecting other workers. We want to speak to ILWU directly. EIP does a great job in leveling the playing field.

Patricia: The 2020 and Beyond project represented a broad stakeholder's group.

Paul: We have had good luck as a company in our other facilities. We have gotten good feedback through surveys and taking straight to the drivers.

Richard Sinkoff clarified the design thinking that at the larger stakeholder group would be issues discussed at a high level. Thinking of pivoting to smaller, technical working groups that can brainstorm, develop, and implement. Considering 2020 task force focused on implementing specific reductions strategies. Think of this as a hub and spoke with seaport stakeholders' group and technical groups would tackle specific issues.

Amy Tharpe said they are getting the notes on AB716 from WOEIP. Port wants to make sure to include these.

What Technical Issues Need to Be Addressed?

Bill: This model works with breakouts into smaller groups. Might need a lead with participation as needed from Danny and others. WOEIP, for example, can speak for truckers because they understand and can give feedback on trucking side. MAPLA does not help us. We need someone to understand truckers' issues. Truckers make their money when they can deliver the boxes. We need folks to understand the details on what impacts truckers. Need folks to understand trucker point of view. Everything cannot always be about a press release that things are going well.

Christopher: Having another group or discussion gets tiring after a while. I agree with what must happen on air quality, but basic business model is not being addressed. My guys spent 6 hours waiting to get a container. Priority should be the pain points that impact our businesses.

Paul: It is important to know what community concerns are and reiterated the point made by Axel earlier that efficiency at the Port is good for the community.

Axel: Root cause analysis as a tool can help to find solutions.

Patricia: Agreed. What are the needs of the tenants to function optimally?

Paul: Neither the City nor truckers like having containers that are parked everywhere. Everyone wants to get their job done more efficiently but staging glitches prevent truckers from completing their jobs.

Bill: We do offer feedback. But there are different people covering different meetings. Port Efficiency Group, for example. What is not helpful is when the Port does a press release for everything but not listen and exclude people with opinions the Port may not support. If we are communicating with you and you are not passing our concerns on to Danny, then we have not communicated, and he will not hear our concerns.

Notetaker: Khamly Choup

Facilitator: Laura Arreola

Facilitator's Name: Laura Arreola

Notetaker's Name: Khamly Choup

Instructions: For each question, please note the commenter and their response to the question.

Scott Taylor, Danny Way, Rich Fierro, Katharina Natividad, Gregg Feeney, Ashley LaBass, Birth Early.

- GSC handling 12% of cargo through OAK; anticipates that this share will increase to 15%.
- Danny clarified that the PETF will not be replaced by the Seaport Stakeholder Group.
- Katharina to help connect vendors with customers and vice versa; difficult when there are non-maritime businesses occupying space; concerned that maritime businesses and vendors are being pushed out due to high rent. Maritime vendors are being pushed out to Stockton and the central valley. Danny acknowledges that this comment is valuable to hear as the land plan is being developed.
- Birch is concerned about transportation logistics; how are education (community college)/training supporting needs, how to develop a pipeline to help the Port succeed.
- 510-366-6951 is Eric Carney, Ariana Brothers , Trucking Company, here for the first time to gather information. Concerned about lack of trucking parking esp. for smaller businesses. He seemed to have left before we started the discussion.
- 510-506-2303 is Gregg Feeney, trucking company.
- Rich has been involved in the past on forums.

Breakout Room Session 1 (25 mins)

Question 1: What could a consolidated forum for engagement on Maritime issues look like?

- Rich: enjoys the format that includes the City; appreciates getting the full picture. More engagement is helpful. For instance, they are not included in other engagement groups.
- Katharina: Yes, enjoys including both the Port and City and enjoys having this all under one umbrella.
- Scott: Agrees with having the City. But we need to hear the facts; everyone is busy. For example, the ballpark—ballpark is an especially important thing—we need to see the EIR, when are we going to see it. Laura response: EIR was slated for last fall but delayed; it could be released next week or even another month, no other updates.
- Katharina: \$30mill for new cranes, but then a small turn basin? The smaller turn basin needs to be bigger; needs more water around the ships. Then having a ballpark at Howard seems to make no sense; its analogous to having Good Eggs in maritime.

Facilitator's Name: Laura Arreola
Notetaker's Name: Khamly Chuop

Question 2: What stakeholders/groups should participate?

- Greg: Likes more engagement with trucks and terminals. Like Kat said, why \$30mill investment at SSA cranes and then have a ballpark. The ballpark is a stickler for the next 5-10 years. He is also concerned about the aggregate development; he did a calculation that an additional 100 trucks a day and that maritime is already crowded; is gravel going to be dropped all around Maritime Street; the gravel is all going to leak out.
- Rich: would like to have transportation folks implementing things to be involved. He says that Port can be the wild, wild west.
- Kat: Also, ballpark includes condos and not just the ballpark, there are 30,000 units...now it is ballpark, concert traffic, and condos increasing traffic. Laura reiterates the seaport planning will need to hear comments like this in the seaport stakeholder group forum.
- Ashley—Says the Port stakeholder engagement is considered a gold standard for stakeholder engagement so appreciates it.
- Bryan Brandes joins reiterates that it is about how groups interact, educate, and learn together to move the Port forward together.

Question 3: Are there other forums that this group should engage/coordinate with?

- Katharina: the TWG that meets bi-monthly.
- Scott: Would like to talk to the City more. Brings up the Howard Draft EIR again...why is the EIR delayed? What is happening? Out of courtesy, why can't an updated be provided? Then it hits and then they have 45 days for public comment. Would like to hear from the City.

Question 4: What are ways to ensure broad community input using the forum?

- Rich: how is the local community engaged? Did not see a lot of residents; are there separate meetings for those that actually live in the community? Laura responds that the Port attends community meetings, but the community is broad, and it is still a challenge.
- Katharina: Residents may be working in a different industry and may not be able to attend a meeting at 10am to noon. Residents probably prefer an evening time slot; the rest of us are working so this meeting is during our normal workdays.
- Greg Feeney: Haulers do not have time to chat and join. Truckers lament about all their problems. One big problem is reefers and having no place to plug in a reefer esp. in the last two weeks for some reason. Bryan B. recognizes the reefer problem; the Port will be conducting a truck parking study that will be looking at truck charging stations and locations for reefer plug-ins.

Question 5: Examples of similar groups/forums that work well?

- Did not really get to this comment.

Facilitator's Name: Laura Arreola
Notetaker's Name: Khamly Chuop

Breakout Room Session 2 (15 mins)

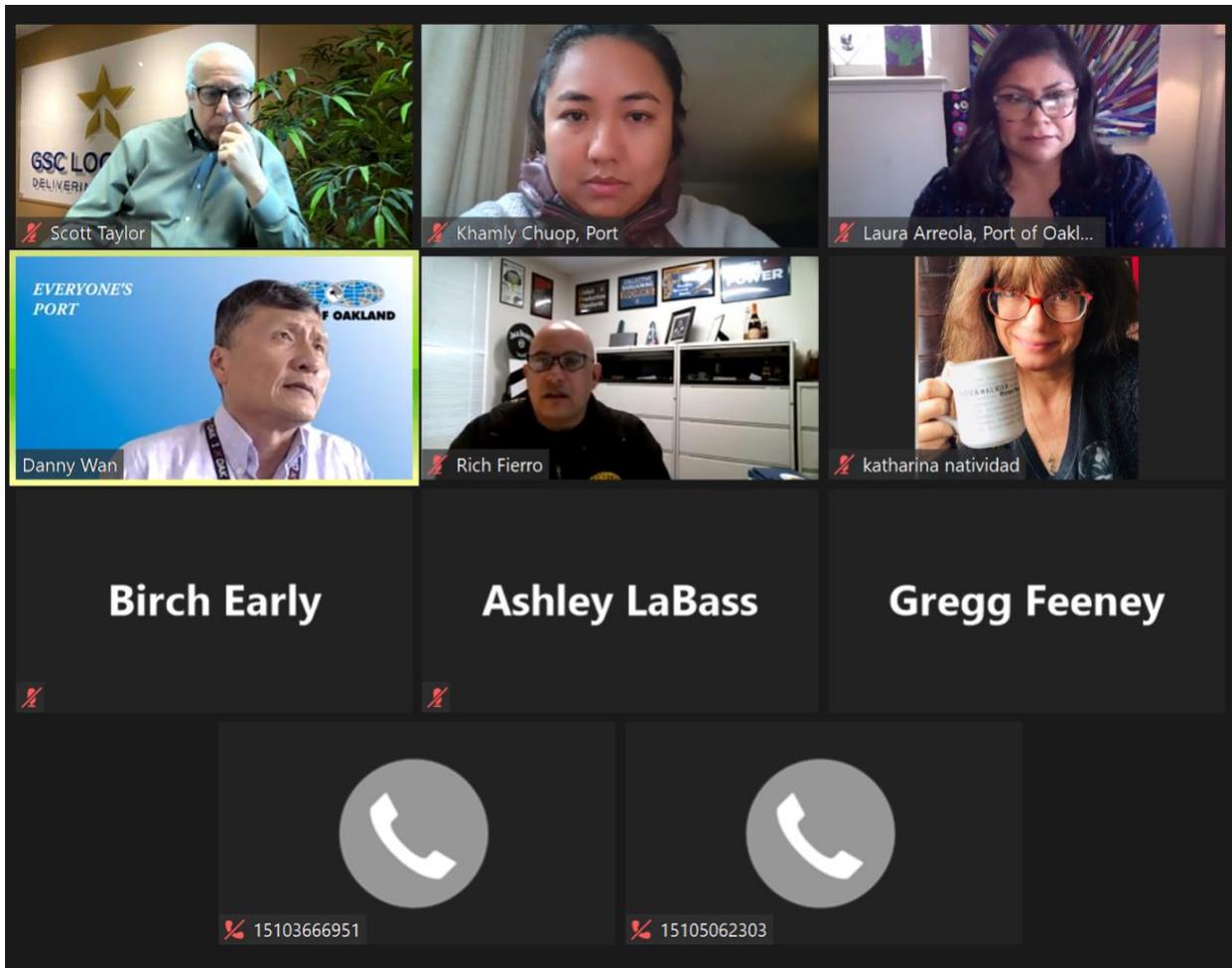
Question 1: What scope and issues should be prioritized in a consolidated forum for public engagement on Maritime?

- Scott: Specifically related to the ballpark, we are all concerned about traffic and safety. This is an industrial center that operates 24/7 and is not compatible to having an amusement park. There is a site 6-mile south that has the infrastructure for the ballpark. To put a ballpark at the Port and what they have been trying to build here at the Port for decades (80 years for the Port; 10-20 years for them). There will be lawsuits later from residents saying that they do not want trucks after 6pm, they do not have trains honking their horns. There is a big concern about the waterways. What if there is a kayaker or party boat getting crushed by a ship? That will be the last time a shipper comes to the Port. Our customers must be supplied by ALL the vessel lines in the world, not just one or two. Their customers rely on a multitude of vessel lines. We cannot afford to have a waterborne issue. It was an insult to their intelligence that the City said that with 10k cars coming to the City, that traffic would improve. We will wait for the Draft EIR and will see how these things will come out.
- Katharina: Look at other high-ranking port (Singapore, Shang Hai, Amsterdam) none of those ports have a baseball park or luxury apartments within their territory. Makes no sense; not feasible; Schnitzer Steel will be kicked out eventually; who will buy a luxury apartment next to a metal recycling site. It makes no sense for any maritime area to have a ballpark.
- Ashley: Nothing else that has not been stated.
- Rich: Heavily involved more in City politics; there have not been one definitive opinion that has come out yet from the City council; so far there are no facts. Thinks that going forward, if there are going to be continued coordination with the City and Port, it is particularly important to have the facts. Wants to deal with the facts. Even among labor unions, there is much disagreement—some unions supportive and some unsupportive.

Question 2: For your organization, what are issues that should be addressed in a Maritime forum?

- Rich: as being part of a union, how will they get connected to jobs? Would like to use some land for their truck training and apprenticeship program; want to be more connected to the community. **Action Item:** Amy encourages Rich to follow up with the Port workforce development manager, Julina Bonilla.

Question 3: From this list of issues, which are the top four issues to prioritize?



Facilitator's Name: Julina Bonilla

Notetaker's Name: Pia Franzese

Instructions: For each question, please note the commenter and their response to the question.

Breakout Room Session 1 (25 mins)

Port of Oakland

- Amy Tharpe
- Bryan Brandes
- Kevin Jones
- Julina Bonilla
- Lynne Madera

External Stakeholders

- Corey Alvin, City of Oakland
- Alison Kirk, BAAQMD
- Kimberly Sulsar, Iraheta Bros
- Colette Lucas, A's
- Donny Ghirardo, CMI Transportation
- Shane Krpata, City of Berkeley)

Question 1: What could a consolidated forum for engagement on Maritime issues look like?

Question 2: What stakeholders/groups should participate?

Question 3: Are there other forums that this group should engage/coordinate with?

- Alison Kirk, BAAQMD – It is important to reach out to youth in West Oakland and try to get them involved in a way that really speaks to them (i.e., setting their own agenda, identifying their interests/goals, etc.).
- Julina Bonilla, Port – We are actively engaged with West Oakland youth, but there is always room for deeper engagement.
- Lynne Madera, Port – Echoing the need to engage the local youth, particularly helping kids understand where there might be future careers for them.
- Corey Alvin, City of Oakland – Need to make local community more aware of the projects happening in the OAB and local area, including jobs that are created as a result of these projects and potential careers in design, construction, etc.
- Bryan Brandes, Port – It is important to also include the shipping lines, terminal operators, railroads, truckers, labor, air district, City of Oakland, and City of Alameda.

Facilitator's Name: Julina Bonilla

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- Also like the concept of reaching out to youth in the various communities in our area (West Oakland, Chinatown, etc.).
- Shane Krpata, City of Berkeley – Housing advocates should also be included.

Question 4: What are ways to ensure broad community input using the forum?

Question 5: Examples of similar groups/forums that work well?

- Julina Bonilla, Port – We should think about the different types of forums that can be used to reach out to different groups, such a digital (Zoom), in person, other.
- Shane Krpata, City of Berkeley – It is important to make sure that online software tools that are used allow interactivity between participants.
- Lynne Madera, Port – Miro is a recommended software for community meetings and breakout rooms. As we go back to face-to-face meetings (post COVID), we may find that keeping some variant of a digital format is more equitable. Perhaps a hybrid model of in-person and online.
- Alison Kirk, BAAQMD – Jam board software has provided us some success as it allows users to put up sticky notes in a shared document during meetings. Also, Google Docs has been effective in group meeting. The digital divide does exist – some people do not have the equipment or training to effectively use digital platforms.
- Corey Alvin, City of Oakland - It can be hard to attract certain folks that do not have time or incentive to participate in a community meeting. Important to try to find those incentives, such as perhaps even paying them for their time. The digital divide is a real problem.
- Colette Lucas, A's – Important to share info that is discussed in a virtual/in person meeting with as many people as possible. People are busy and many will not be able to attend community meetings. Examples of summaries would a recap video or a follow-up email with key takeaways and action items (or a graphic explaining the process of where we are at). Time is the most precious resource, and especially when you are incorporating youth who are in school, sports, etc., it is important to have short, quick, and targeted information for each sub-group.

Breakout Room Session 2 (15 mins)

Question 1: What scope and issues should be prioritized in a consolidated forum for public engagement on Maritime?

Question 2: For your organization, what are issues that should be addressed in a Maritime forum?

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Facilitator's Name: Julina Bonilla

Notetaker's Name: Pia Franzese

- Shane Krpata, City of Berkeley – Consolidating and digesting information, such as questions raised by other participants, is important.
- Lynne Madera, Port – Air quality, job creation, benefits to the community and putting in an “equity lens” seem like the key ones. But there are likely many others. Some of the feedback we have gotten from public meetings are “why should I care?” and “how does this impact me?”
- Alison Kirk, BAAQMD – Air quality is a priority. Equity is also important, and you will probably get a lot of interest in that from the community.
- Corey Alvin, City of Oakland – Community benefits are high on the list of discussion points. The jobs that are related to Port activity creates a level of entrepreneurship that the West Oakland Community could benefit from. The bridge between major construction/business activity and what happens in the adjacent neighborhoods is pretty wide.

Question 3: From this list of issues, which are the top four issues to prioritize?

- Shane Krpata, City of Berkeley – A priority issue is housing. We are in a major housing shortage, which ties into the issue of equity. I would like to see as much housing as possible in the area.
- Kevin Jones, Port – Consistency and alignment in messaging from the City of Oakland and the Port on all the projects and initiatives is key, so there are no contrasting plans that cause confusion.
- Lynne Madera, Port – Tying in the housing component is really important. However, I do not see the Port of Oakland having as much influence as the City of Oakland in terms of housing development. What are the parameters that we can work together, such as consistency and alignment?
- Alison Kirk, BAAQMD – Thinking more deeply in terms of air quality and housing. Two key ways for improving air quality are to reduce emissions and exposure. These can be connected to housing, such as adding filters in units or using zero emission vehicles.
- Corey Alvin, City of Oakland – The housing issues is something the City focuses on. Analysis is required to ensure there is enough sensitivity to meet both the needs of industrial business and the areas where people live (controlling noise, air pollution, etc.). What sort of transparency needs to be brought forward on both sides? Air quality and traffic management are key components to this.
- Bryan Brandes, Port – It is important to have equity across all stakeholders. The better the Port does, the better we can contribute and grow, such as providing jobs for the local community.
- Lynne Madera, Port – From an airport and land use perspective, we really focused on encroachment. It is important to ensure that both sides (residential and industrial) are.

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Facilitator's Name: Julina Bonilla

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- protected. Also, is there a way to make sure that people work on-site have a sustainable way of getting to work?
- Shane Krpata, City of Berkeley – We should also look at different ways to get the community excited about Port projects. Perhaps an open-air tour might get people more interested in certain projects.
- Kevin Jones, Port – While tours are not currently provided due to the season and COVID, every summer we (Port) have weekly harbor tours that are scheduled that are open to the public.