

PORT OF OAKLAND

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VIRTUAL MEETING #1 -
OAKLAND HARBOR TURNING BASINS WIDENING PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

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MONDAY
NOVEMBER 6, 2023

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The meeting was convened via
Videoconference, at 6:00 p.m. Pacific Time, Laura
Adleman, Senior Outreach and Engagement
Specialist, AECOM, presiding.

PRESENT

LAURA ADLEMAN, Senior Outreach and Engagement
Specialist, AECOM
KELLY BAYER, Associate Vice President, AECOM
TESSA BEACH, PhD, U.S. Army Corps of Engineers,
San Francisco District
BRYAN BRANDES, Maritime Director, Port of
Oakland
KHAMLY CHUOP, Port Associate Environmental
Planner/Scientist, Port of Oakland
JUSTIN TASCHEK, Senior Maritime Projects
Administrator, Port of Oakland
FANNY YU, Port Associate Engineer, Port of
Oakland

ALSO PRESENT

CINDY CHAVEZ, International Contact
WEIKUEN TANG, International Contact
MARCI VALDIVIESO, International Contact

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1 P-R-O-C-E-E-D-I-N-G-S

2 6:00 p.m.

3 MS. ADLEMAN: All right, good evening,
4 everyone. Thank you for joining us. We'll get
5 started in just a few moments.

6 (Foreign language spoken.)

7 MS. ADLEMAN: Thank you once again for
8 joining us. We're going to get started in just a
9 few moments. We're going to give folks a few
10 minutes to get settled in.

11 (Foreign language spoken.)

12 MS. ADLEMAN: And thank you for
13 joining us. We'll get started in just one
14 moment.

15 (Foreign language spoken.)

16 MS. ADLEMAN: Okay, well, good
17 evening, everyone, and welcome to this virtual
18 meeting for the Oakland Harbor Turning Basins
19 Widening draft environmental impact report.

20 Before we begin our presentation, I'd
21 like to make sure everyone is aware of the
22 availability of Spanish and Chinese language

1 interpretation services. I'd like to introduce
2 Cindy Chavez, who will begin to explain our
3 interpretation services.

4 MS. CHAVEZ: Thank you, Laura. Hello,
5 everyone, this is Cindy from International
6 Contact, your language host for today. We have
7 Spanish and Cantonese interpreters for this
8 meeting, and we will provide any instructions in
9 each language. Marci, please go ahead with the
10 Spanish instructions.

11 (Foreign language spoken.)

12 MS. CHAVEZ: Weikuen, please go ahead
13 with the Cantonese instructions.

14 (Foreign language spoken.)

15 MS. CHAVEZ: Thank you, Weikuen. A
16 reminder for initial speakers is to speak slowly
17 so interpreters can keep up with you. Please
18 keep that in mind. For English virtual
19 participants, please go to the English channel.
20 Go to your icon in the lower part of your screen
21 and select English.

22 If you are using a smartphone, click

1 on the three dots and select English. This is
2 very important if you want to hear the
3 interpreters' comments into English in the latter
4 part of the meeting. This concludes the multi-
5 language instructions. Thank you, and I will
6 pass it to Laura.

7 MS. ADLEMAN: Thank you, Cindy. All
8 right, I'd also like to go over instructions for
9 closed captioning that is available during this
10 meeting. If it doesn't appear automatically, you
11 can click on the CC button which is likely at the
12 bottom of your screen.

13 For your awareness, this meeting is
14 being recorded. We also have a court reporter
15 who will be creating a transcript of this
16 meeting. We'll now begin our presentation.

17 Thank you again for participating in
18 this public meeting for the draft environmental
19 impact report for the proposed Oakland Harbor
20 Turning Basins Widening Project. The primary
21 purpose of this meeting is to receive public
22 comment on the draft environmental impact report

1 or draft EIR.

2 My name is Laura Adleman, and I am
3 part of the project's consultant team and will be
4 facilitating this evening's meeting. The listed
5 individuals here will also be speaking this
6 evening.

7 The first topic is opening remarks,
8 and then we'll describe seaport conditions and
9 the purpose of the proposed project, and provide
10 an overview of the proposed project. Next, we
11 will review the California Environmental Quality
12 Act or CEQA process and a summary of the proposed
13 project's environmental impacts, followed by
14 instructions on how to provide written comments
15 during and after this meeting.

16 We will then open up the meeting for
17 public comments on the draft EIR. Again, the
18 primary purpose of today's meeting is to receive
19 public comment on the draft EIR. Finally, we'll
20 wrap up the meeting. I'll now hand it over to
21 Mr. Brandes for his opening remarks.

22 MR. BRANDES: Good evening and thank

1 you, Laura. My name is Bryan Brandes. I am the
2 Port of Oakland's Director of Maritime. I want
3 to extend a big thank you to everyone tonight for
4 sharing your valuable time with us tonight.

5 My goal is for you to leave this
6 meeting with information about our proposed
7 project and how to participate in the draft
8 environmental impact report process. I'd like to
9 start by sharing a few accomplishments the port
10 has achieved.

11 Since 2005, the Oakland Seaport has
12 seen notable reductions in criteria air pollutant
13 emissions, including an 86 percent reduction in
14 diesel particulate matter or DPM emissions, a 54
15 percent reduction in nitrous oxide or NOx
16 emissions.

17 Most of these reductions are due to
18 cleaner equipment and vessel shore power. Just
19 this month, the port received Green Marine
20 certification based upon our sustainable
21 practices in the maritime industry. Thank you.

22 Second, I'd like to emphasize the

1 port's commitment to becoming a zero emissions
2 seaport. This is exemplified by many projects as
3 you can see on this slide. I won't go over these
4 items, but many of these projects across the
5 seaport that include the port, our tenants, and
6 our neighbors have undertaken. Next slide?

7 As shown here, the port was recently
8 awarded grant funds and is pursuing to submit
9 additional grant applications to fund port
10 projects aimed at achieving emission reductions.
11 The widening of the turning basin is just one of
12 many projects the port is working to deliver as
13 we move towards a cleaner future.

14 By widening the turning basins, ships
15 will call to port more efficiently and safely on
16 a path to a zero-emission seaport. I am honored
17 to be at the helm of the maritime division during
18 this transformative period.

19 My goal is to position the port as a
20 leader, an innovator, and efficiently servicing
21 global trade with the highest regard to health
22 and safety. It is my firm belief that widening

1 the turning basins delivers on these commitments.

2 I look forward to working with the
3 community and all of our partners on this
4 proposed project and other endeavors. We've got
5 a lot of work to do, so let's get to it. I would
6 now like to hand it over to Dr. Tessa Beach from
7 the U.S. Army Corps of Engineers.

8 DR. BEACH: Thanks, Bryan, and good
9 evening, everyone. I'm Dr. Tessa Beach, and as
10 Bryan mentioned, I'm here on behalf of the Army
11 Corps of Engineers San Francisco District. I
12 want to echo Bryan's thanks to you all for
13 joining us here tonight to learn about the
14 proposed project and to provide valuable input
15 into the environmental review process.

16 As Bryan mentioned, the port is
17 proactively undertaking innovative efforts on
18 many fronts to become a zero-emissions seaport.
19 That goal will be further realized with this
20 proposed project which specifically includes
21 electrified dredging for project construction.
22 The port's willingness to fund this use of

1 electrified dredges demonstrates their strong
2 commitment to minimizing emissions.

3 Moreover, the port and the Corps
4 propose to reuse all suitable material removed to
5 widen the turning basins for wetland restoration
6 at existing sites around the bay, and this
7 restoration will help make Bay Area communities
8 resilient to sea level rise. I was born and
9 raised here in Oakland and I'm really proud of
10 the efforts that the port and the Corps are
11 proposing to undertake as part of this project to
12 provide sustainable infrastructure solutions here
13 in the bay.

14 Thank you to the port for their
15 partnership, and again to you all for being here
16 tonight. We value your input and look forward to
17 your comments and questions. I will now turn it
18 over to Justin Taschek from the port. Thank you.

19 MR. TASCHEK: Thank you, Tessa, and
20 good evening, all. Thank you for spending your
21 evening with us here tonight. As mentioned, my
22 name is Justin Taschek. I'm the port's project

1 administrator for this proposed project. I'm
2 going to walk us through a little bit of the
3 port's background and then move into project,
4 proposed project agendas.

5 The Port of Oakland covers 20 miles of
6 waterfront. It includes three revenue divisions.
7 The area in blue is aviation, the area in red is
8 commercial real estate, and the area in green is
9 maritime. The maritime area, which includes
10 approximately five miles of industrial
11 waterfront, is the focus area for the proposed
12 project and this meeting.

13 Here is the seaport area. The blue
14 dash line denotes the federal channel limits of
15 the Oakland Harbor Waterway, which includes deep
16 navigation channels and turning basins. Turning
17 basins act similar to a cul-de-sac on a street
18 and allow vessels entering and exiting to turn
19 around.

20 Now, I would like to share a video of
21 a vessel turning in the inner harbor turning
22 basin. In this video, you can see what it takes

1 to maneuver a container vessel in the inner
2 harbor turning basin. It is not only just the
3 vessel, but it is the support vessels, also known
4 as tugs, pushing and pulling the vessel around.
5 Once the vessel turns around, it can then depart
6 the turning basin, head to a berth or back out
7 to sea.

8 The 50-foot deepening project widened
9 the existing turning basins for a container
10 vessel with a length of 1,139 feet, which is
11 equivalent to a Post-Panamax Generation I or PPX1
12 vessel. This table shows all container vessel
13 classes that visit the port today.

14 PPX1 vessels and those shorter are
15 able to use the existing turning basins with no
16 restrictions. In contrast, vessels longer than
17 PPX1, that is the PPX2, PPX3, and PPX4 vessel
18 classes, have restrictions when using the
19 existing turning basins due to their greater
20 length.

21 These restrictions include scheduling
22 transits around specific tide, current, and wind

1 conditions, limiting transits to daylight hours,
2 use of an additional pilot, and a required number
3 of vessel assist tugs. These restrictions can
4 delay vessels from arriving or departing a berth.

5 In addition, vessels longer than 1,210
6 feet are unable to use the inner harbor turning
7 basin today, and are restricting to docking
8 portside only with their bow pointed east. This
9 can impact the ability for a vessel to use shore
10 power and depart in an emergency.

11 This image depicts total annual vessel
12 visits over a 22-year period. The yellow
13 vertical line marks the completion of the 50-foot
14 deepening project, which resulted in the current
15 size of the turning basins.

16 Following completion of the 50-foot
17 deepening project and economic recovery from the
18 Great Recession, the port saw a reduction in
19 total vessel calls. This reduction in total
20 vessel calls is attributed to longer vessels
21 which carry more cargo replacing multiple shorter
22 vessels.

1 In this graph, vessels are grouped
2 into two categories, shorter vessels that do not
3 have restrictions and longer vessels that do have
4 restrictions. Prior to the COVID-19 pandemic,
5 the total number of shorter unrestricted vessels
6 continued its downward trend, and the total
7 number of longer restricted vessels trended
8 upward.

9 As shown on the far right, today,
10 greater than half of the container vessels
11 visiting Oakland have transit restrictions.
12 Through September of this year, the port has seen
13 406 long vessels call to port compared to 319
14 shorter vessels.

15 The gray shaded area depicts total
16 cargo handled for the last ten years, during
17 which time cargo volume has remained relatively
18 constant though the number of vessels has
19 continued to decrease. The width limitations and
20 transit restrictions placed on vessels transiting
21 existing turning basins result in transportation
22 inefficiencies, which in turn have cascading

1 effects on economic, environmental, and safety
2 considerations.

3 To address this, the port has
4 identified five project objectives which include
5 optimizing transit efficiencies, maintaining the
6 port's competitiveness, improving flexibility for
7 use of shore power to reduce emissions while at
8 berth, improving conditions for vessel
9 maneuvering and safety, and modernizing essential
10 waterway infrastructure to accommodate the
11 project increase in the frequency of longer
12 vessel visits.

13 This graph compares economic factors,
14 waterway improvements, and total cargo handled
15 over a 20-year period. The blue represents total
16 cargo handled compared to local gross domestic
17 product or GDP shown with the dashed orange line.

18 As GDP increases, cargo volume
19 increases, and when GDP decreases, cargo volume
20 decreases. In fact, the average annual cargo
21 growth rate was less after completion of the 50-
22 foot deepening project than before.

1 Imagine the future with and without
2 this proposed project. Let's look at years 2030,
3 2040, and 2050. As shown under the with project
4 scenario, widening the turning basins allows
5 longer vessels colored in yellow, blue, and
6 green, to call to seaport with increased
7 frequency.

8 These large vessels are calling to
9 port today and are expected to continue to do so
10 in the future with or without the proposed
11 project. The main difference in the future
12 scenarios is the total number of vessels that
13 visit the seaport. The no project scenario will
14 require more vessels to service trade demand than
15 the future with project.

16 The total number of containers that
17 can be handled at the seaport at a given time is
18 limited by constraints, including availability of
19 land and equipment to move the containers. Such
20 constraints are expected to remain in the future
21 with or without the project.

22 Marine terminal operators will work

1 within these constraints and manage surges in
2 cargo volume, such as during the holiday peak
3 season. Marine terminal operators are expected
4 to continue using these management practices.

5 If there are less vessel calls in the
6 future with the proposed project, what does this
7 mean? This graph shows the percentage reduction
8 in criteria air pollutant emissions from vessel
9 operations for the proposed project compared to
10 the no project future for years 2030, 2040, and
11 2050.

12 These reductions are a result of the
13 decrease in total vessel visits required to meet
14 forecasted trade demand under the proposed
15 project. At this time, I invite port engineer
16 Fanny Yu to present the proposed project.

17 MS. YU: Thank you, Justin. The
18 proposed project involves widening both the inner
19 and outer harbor turning basins to accommodate a
20 vessel that is 1,310 feet long. The inner harbor
21 turning basin would be widened by an additional
22 334 feet and to a depth of 50 feet, which is

1 consistent with the depth of the existing turning
2 basin and the inner harbor channel.

3 The purple hatched areas are where
4 land excavation and dredging would occur on both
5 the Oakland or northern side of the turning basin
6 and on the Alameda or southern side of the
7 turning basin. Two warehouses located on the
8 Alameda side would be partially demolished.

9 The red dashed lines represent new
10 bulkhead. The new bulkhead on both the Oakland
11 and Alameda side would serve as a structure to
12 separate land from water. The new bulkhead at
13 Radius Recycling, previously known as Schnitzer
14 Steel, would be installed underwater to protect
15 the stability of the shoreline at this location.

16 Proposed electrical infrastructure
17 would be installed at the southeast corner of
18 Howard Terminal to facilitate electric dredging
19 to reduce construction emissions for the proposed
20 project.

21 The orange hatch represents the
22 preliminary proposed construction staging areas,

1 which would only be used if the construction work
2 areas do not provide enough space for equipment
3 and material storage. The specific locations of
4 staging areas for the inner harbor will be
5 further refined prior to construction.

6 The outer harbor turning basin would
7 be widened by 315 feet and to a depth of 50 feet.
8 This would be accomplished by dredging, shown in
9 the purple hatch, and does not require the
10 removal of any land.

11 Berth 26 would be where proposed
12 electrical infrastructure for electric dredging
13 would be installed. Berth 10 would be used for
14 construction staging and rehandling of
15 nonhazardous dredged materials that require
16 landfill disposal.

17 The construction duration would be
18 approximately two years and four months, and is
19 anticipated to start in July 2027 through
20 November 2029. The estimated total construction
21 duration at each work location is listed on this
22 slide.

1 Construction at Howard Terminal is
2 estimated to take approximately 12 months, and 20
3 months at the Alameda site. Notably, some of the
4 construction activities can occur concurrently.
5 For the outer harbor turning basin, dredging is
6 expected to take approximately eight months.

7 In total, approximately 2.5 million
8 cubic yards of material would either be excavated
9 or dredged. It is estimated that about eight
10 percent of the material would be disposed at a
11 landfill, and 92 percent of the material would go
12 towards beneficial reuse or recycling.

13 Beneficial reuse is the establishment
14 of wetlands. The benefits of reuse for wetland
15 establishment include creation of habitat for
16 special status species and supporting sea level
17 rise adaptation efforts. Now I would like to
18 introduce Khamly Chuop, port associate
19 environmental planner/scientist, to provide you
20 an overview of the CEQA process.

21 MS. CHUOP: Thank you, Fanny. My name
22 is Khamly Chuop, port associate environmental

1 planner and scientist. The port, as the CEQA
2 lead agency, is required to prepare environmental
3 documentation in compliance with CEQA for this
4 proposed project.

5 The turning basins widening project
6 also requires approval by the U.S. Army Corps of
7 Engineers, and is therefore subject to a separate
8 environmental review process in compliance with
9 the National Environmental Policy Act or NEPA.

10 The Army Corps of Engineers released a revised
11 draft of a combined integrated feasibility report
12 and NEPA environmental assessment in April 2023.

13 The purpose of the CEQA process is to
14 enable public participation, promote coordination
15 between government agencies, encourage informed
16 decision making, and identify ways to minimize or
17 avoid the significant effects of a project.

18 The CEQA process is prescriptive. The
19 port must follow the steps shown here. The first
20 is the notice of preparation or NOP, which the
21 port published on May 31, 2022.

22 During the scoping period, the port

1 received comments and incorporated that input
2 into the scoping and preparing of the draft EIR.
3 The port published the draft EIR on Tuesday,
4 October 3, 2023, and we are now here in the
5 public review of the draft EIR.

6 The port initially requested public
7 comments by November 17. On November 19, the
8 port extended the public review and comment
9 period to Monday, December 18, 2023. This
10 reflects a 77-day public comment, public review
11 and comment period. Under CEQA, the lead agency
12 must allow for a minimum of 45 days for public
13 review and comment.

14 The next steps following the public
15 review period are to review and consider comments
16 received and to prepare the responses to
17 comments, which will be included in the final
18 EIR. There will be public notification that the
19 final EIR has been completed and is available to
20 the public prior to certification by the Board of
21 Port Commissioners.

22 And now Kelly Bayer, the environmental

1 review lead from the port's consultant team,
2 AECOM, will provide an overview of the draft EIR
3 analysis and CEQA findings.

4 MS. BAYER: Thank you, Khamly. The
5 draft EIR consists of an executive summary, eight
6 chapters, and six appendices. In particular,
7 chapter two presents a detailed description of
8 the proposed project, and chapters three through
9 five describe the environmental effects which may
10 result from implementation of the proposed
11 project and alternatives. Appendices B through F
12 provide supporting technical analysis for select
13 environmental resource topics.

14 The draft EIR identifies thresholds of
15 significance for each environmental resource
16 topic that may be impacted by implementation of
17 the proposed project. Impacts that are expected
18 to reach or exceed these thresholds are
19 considered potentially significant.

20 Where feasible, mitigation measures
21 are available to reduce the level of impact to
22 below the threshold. Impacts are considered less

1 than significant with such mitigation. Where
2 mitigation measures would not reduce the impact
3 to below the threshold or there are not feasible
4 mitigation measures, impacts are considered
5 significant and unavoidable.

6 The draft EIR found that the proposed
7 project's construction would have significant and
8 unavoidable impacts related to air quality and
9 noise, and less than significant impacts with
10 mitigation on biological resources, cultural
11 resources, including tribal cultural resources,
12 energy, geology and soils, greenhouse gas
13 emissions, hazards and hazardous materials,
14 hydrology and water quality, and transportation.

15 The proposed project would have no impacts or
16 less than significant impacts with respect to all
17 remaining environmental resource topics.

18 Construction-related emissions would
19 result from the use of construction equipment,
20 including both land-based and water-based
21 construction equipment, construction worker
22 vehicle trips, and dust generation from earth

1 moving and demolition activities. These
2 emissions were compared to local thresholds. All
3 criteria air pollutants, except for nitrous oxide
4 or NOx, would be below thresholds.

5 The mitigation measure for air
6 quality, Mitigation Measure AIR-1, calls for
7 using the cleanest construction equipment, which
8 is Tier 4 final engines, as available, and other
9 measures to reduce dust. Even with
10 implementation of this mitigation measure, the
11 NOx emissions would exceed local thresholds.

12 In addition, a health risk assessment
13 was conducted to assess changes to health impacts
14 for people during construction of the proposed
15 project. Health impact results were compared to
16 local thresholds and were found to exceed the
17 threshold for cancer risk and PM2.5 emissions.
18 These exceedances would take place in existing
19 and planned resident locations in Alameda and
20 within the proposed resident locations at Howard
21 Terminal.

22 Similar to NOx emissions, even with

1 implementation of Mitigation Measure AIR-1,
2 impacts were still above local thresholds.
3 Therefore, due to NOx emissions, cancer risk, and
4 PM2.5 emission all being above local thresholds,
5 air quality impacts were determined to be
6 significant and unavoidable.

7 Noise impacts from construction
8 equipment expected to be used for the proposed
9 project were evaluated by considering the
10 different types of construction activities and
11 calculating construction-related noise levels at
12 nearby noise-sensitive receptors. Estimated
13 construction noise levels indicate that
14 exceedances of the City of Alameda exterior
15 nighttime limits would occur at some of the
16 Landing at Bay 37 residential units.

17 Potentially impacted units would be
18 those located within 725 feet of construction
19 dredging activities and within the direct line of
20 sight of dredging activities, which are generally
21 those that are located directly east of the
22 Alameda warehouses slated for partial demolition.

1 These residential units are currently under
2 construction. Additionally, noise from daytime
3 pile-driving and nighttime dredging would also
4 exceed local thresholds at some of the
5 residential units proposed at Howard Terminal.

6 As required under the CEQA guidelines,
7 the draft EIR evaluated reasonable alternatives
8 to the proposed project, including a no project
9 alternative, that represents the future without
10 the proposed project. The draft EIR evaluated
11 three alternatives, widening the inner harbor
12 turning basin only with electric dredges,
13 widening the outer harbor turning basin only with
14 electric dredges, and widening both turning
15 basins using diesel dredges.

16 For each alternative, we asked two
17 questions. First, does this alternative lessen
18 the significant impacts of the project, and
19 second, does this alternative meet most of the
20 project objectives? None of the alternatives to
21 the proposed project would lessen the project's
22 significant impacts and met most of the project

1 objectives.

2 This concludes my summary of the draft
3 EIR analysis and CEQA findings. Laura Adleman
4 will now present how to provide comments on the
5 draft EIR and then commence the public comment
6 session.

7 MS. ADLEMAN: Thank you, Kelly. There
8 are multiple ways that you can provide comments
9 on the draft EIR. You can provide verbal or
10 written comments this evening or during our next
11 virtual meeting on Zoom tomorrow. You can
12 provide verbal or written comments during our
13 second in-person meeting in Alameda that will be
14 held on November 14.

15 If you'd like to submit written
16 comments online, you can use the online form at
17 www.portofoakland.com/turningbasins. You can
18 also send written comments by U.S. Mail to Ms.
19 Khamly Chuop at Port of Oakland Environmental
20 Programs and Planning Division, 530 Water Street,
21 Oakland, California 94607.

22 And lastly, you can email comments to

1 turningbasins@portoakland.com. All comments must
2 be received by 5:00 p.m. Pacific Time on Monday,
3 December 18, 2023. Please account for mail
4 delivery time to be sure your mailed comments are
5 received on time.

6 If you want to provide comments during
7 this webinar, but do not want to state them
8 verbally, you can submit your comments in writing
9 by clicking on the chat button on the toolbar at
10 the bottom of your screen and then typing in your
11 comment. Please be aware that there is a limit
12 of about 1,000 characters for a chat message.

13 If you have additional comments, you
14 can create a new chat message or you can send in
15 your comments via email, online, U.S. Mail, or at
16 a future public meeting as described earlier. I
17 will provide that information again later in this
18 presentation.

19 To provide comments verbally during
20 webinar, click on the raise hand button on the
21 toolbar on the bottom of your screen. For those
22 of you on the phone, you can dial *9 to raise

1 your hand.

2 We will be calling on people in the
3 order hands are raised. For those participants
4 calling in by phone, we will identify you by the
5 last three digits of your phone number.

6 Once your name or last three digits of
7 your phone number have been called, staff will
8 allow you to unmute yourself. At that time, you
9 will receive a notice asking you to unmute. For
10 those online, just click on that unmute button
11 and you will be able to talk. For those on the
12 phone, unmute your phone and dial *6 to speak.

13 Once you are unmuted, please state and
14 spell your name for the record. In addition, if
15 you are representing an agency or an
16 organization, please state the name of that
17 agency or organization.

18 Each speaker will have two minutes to
19 provide their comment. Once you have identified
20 yourself, we will start the two-minute clock and
21 you may provide your comments.

22 Each speaker is allowed one

1 opportunity to speak and you will not be
2 permitted to cede your time to another person.
3 If you have additional comments, please submit
4 them through the chat feature or in one of the
5 other ways to submit comments as described
6 earlier.

7 All verbal comments will be a part of
8 the public record for the project and will be
9 responded to in the final EIR. There will not be
10 a verbal response. Any questions will be treated
11 as a comment and will be part of the public
12 record.

13 It's also important to remind everyone
14 to be respectful of others and to use appropriate
15 language when making comments. These comments
16 will be part of the public record for the
17 project.

18 Hate speech, threats, made indirectly
19 or directly, and/or abusive, and/or offensive
20 language will not be tolerated. Anyone who fails
21 to follow these guidelines will be asked to stop
22 speaking.

1 Now we'll begin taking verbal
2 comments. Give us a moment to see if there are
3 any raised hands. Okay, I don't see any raised
4 hands at the moment, so we'll just give that a
5 few moments to see if anyone would like to make a
6 verbal comment.

7 We don't have any raised hands at the
8 moment, but please go ahead and raise your hand
9 if you would like to make a verbal comment, or
10 you can also use the chat feature as I mentioned
11 if you would like to make a written comment.

12 And once again as a reminder, the
13 raise hand feature is located at the bottom of
14 your screen.

15 Okay, well, I'm not seeing any raised
16 hands at the moment, so I think we'll take a
17 brief pause, and we will be here. We don't have
18 any raised hands currently, so we'll be accepting
19 comments until the end of the meeting.

20 If you would like to provide a
21 comment, please go ahead and raise your hand, and
22 then just one more reminder, you can certainly

1 use the chat feature as well. We'll take a brief
2 pause here, but we'll come back in just a moment.
3 Thank you.

4 Okay, I do see we have a raised hand,
5 so just one moment here. Oh, I think the raised
6 hand went away. Sorry about that. Someone must
7 have raised it by mistake, I believe, but I will
8 just give a reminder that if you would like to
9 make a comment, please go ahead and raise your
10 hand using that raise hand icon at the bottom of
11 your screen or feel free to insert a chat message
12 if you would like to make a comment.

13 And just a reminder that if you are
14 joining us by phone, you can dial *9 to raise
15 your hand to provide your comment and then dial
16 *6 to unmute. Okay, we'll take another pause
17 here and we will come back in just a moment.

18 Okay, and just a reminder that if you
19 would like to make a comment, please go ahead and
20 use the raise hand feature that appears at the
21 bottom of your Zoom toolbar, or you could also
22 insert a chat message also using that chat icon

1 which is at the bottom of your screen. And we
2 don't have any raised hands at the moment, so
3 we'll just take another pause here and come back
4 in a few moments. Thank you.

5 Okay, just another reminder here if
6 you would like to make a comment, please go ahead
7 and raise your hand using the raise hand button
8 at the bottom of your screen, or you can also
9 enter a chat message using the chat icon also at
10 the bottom of your screen.

11 Okay, I don't see any raised hands at
12 the moment here, so we will be back in just a few
13 minutes. Thank you.

14 Okay, just another reminder we will be
15 here until the end of the meeting to accept
16 comments. We don't have any hands raised at the
17 moment, but if you would like to make a comment,
18 please go ahead and raise your hand using the
19 raise hand icon at the bottom of your screen, or
20 you can also use the chat feature by clicking on
21 the chat icon at the bottom of your screen.

22 If you're joining us by phone, you can

1 go ahead and click on *9 to raise your hand. And
2 we don't have any raised hands at the moment, so
3 we'll be back with you in just a few moments.

4 Thank you.

5 Just another reminder here if you
6 would like to make a comment, please go ahead and
7 raise your hand using the raise hand feature at
8 the bottom of your Zoom toolbar, or you can also
9 use the chat feature which is at the bottom of
10 your screen as well. We'll be here until the end
11 of the meeting if you would like to make a
12 comment, and you can also press *9 if you're
13 dialing in by phone to raise your hand. And
14 we'll be back with you in just a few moments.

15 If you would like to make a comment,
16 please go ahead and raise your hand using the
17 raise hand icon at the bottom of your screen. If
18 you're dialing in by phone, you can press *9 to
19 raise your hand, or you can also insert a chat
20 message. You can click on the chat icon which is
21 also at the bottom of your screen, and we'll be
22 here until the end of the meeting, a few more

1 minutes now. We'll come back in just a few
2 moments. Thank you.

3 Okay, we're going to start wrapping up
4 the meeting. Thank you for participating in our
5 public meeting today. As a reminder, if anyone
6 missed a part of the presentation this evening,
7 the meeting recording along with a copy of the
8 PowerPoint presentation will be posted on the
9 project website.

10 I also want to remind everyone of how
11 to provide comments on the draft EIR. You can
12 send an email to turningbasins@portoakland.com,
13 you can use the online form found on the project
14 website which is
15 www.portofoakland.com/turningbasins, or you can
16 send comments via U.S. Mail to Ms. Khamly Chuop
17 at Port of Oakland Environmental Programs and
18 Planning Division, 530 Water Street, Oakland,
19 California 94607.

20 You can also participate in the
21 remaining public meetings. We will have another
22 virtual meeting tomorrow, Tuesday, November 7, at

1 11:00 a.m. to 12:40 p.m., and we'll have a second
2 in-person meeting in Alameda scheduled for
3 Tuesday, November 14 in the evening.

4 Our presentation will be the same for
5 all public meetings. However, note that the in-
6 person meetings have an open house format prior
7 to the presentation.

8 All comments must be received by 5:00
9 p.m. Pacific Time on December 18, 2023. If you
10 are mailing comments, please account for mail
11 delivery time to be sure that your mailed
12 comments are received on time.

13 Thank you again for participating
14 today. I would also like to thank the
15 interpreters from International Contact and the
16 court reporter for their assistance today. We
17 will now conclude the meeting. Thank you for
18 participating.

19 (Whereupon, the above-entitled matter
20 went off the record at 7:30 p.m.)
21
22

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Draft Environmental Impact Statement

Before: Port of Oakland

Date: 11-06-23

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