

## PORT OF OAKLAND

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VIRTUAL MEETING #2 -  
 OAKLAND HARBOR TURNING BASINS WIDENING PROJECT  
 DRAFT ENVIRONMENTAL IMPACT REPORT

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TUESDAY  
 NOVEMBER 7, 2023

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The meeting was convened via  
 Videoconference, at 11:00 a.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  
 BRYAN BRANDES, Maritime Director, Port of  
 Oakland  
 KHAMLY CHUOP, Port Associate Environmental  
 Planner/Scientist, Port of Oakland  
 ERIKA POWELL, U.S. Army Corps of Engineers,  
 San Francisco District  
 JUSTIN TASCHEK, Senior Maritime Projects  
 Administrator, Port of Oakland  
 FANNY YU, Port Associate Engineer, Port of  
 Oakland

## ALSO PRESENT

GRACIA ARROYAS, International Contact  
 TRISH HERRERA SPENCER  
 MIKE JACOB, Pacific Merchant Shipping  
 Association  
 SUSAN RANSOM, SSA Terminal Oakland  
 WEIKUEN TANG, International Contact  
 MARCI VALDIVIESO, International Contact

MANDEERA WIJETUNGA

CONTENTS

Opening Remarks. . . . . 6

Seaport Conditions and Proposed  
Project Purpose. . . . . 7

Proposed Project Overview. . . . .12

California Environmental Quality  
Act (CEQA) Process . . . . .23

Draft Environmental Impact Report (EIR)  
Analysis and Findings. . . . .25

How to Submit Comments on the Draft EIR. . . . .31

Public Comment Session . . . . .35

Wrap-up. . . . .50

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

2 11:02 a.m.

3 MS. ADLEMAN: Okay, well thank you so  
4 much everyone for joining us this morning.

5 Good morning, and welcome to this  
6 virtual meeting for the Oakland Harbor Turning  
7 Basins Widening draft environmental impact  
8 report.

9 Before we begin our presentation, I'd  
10 like to make sure everyone is aware of the  
11 availability of Spanish and Chinese language  
12 interpretation services.

13 I'd like to introduce Gracia Arroyas,  
14 who will explain the interpretation services.

15 MS. ARROYAS: Hello, thank you, Laura.

16 Hello everyone, this is Gracia from  
17 International Contact, your language host for  
18 today.

19 As Laura mentioned, we have Spanish  
20 and Cantonese interpreters for this meeting.  
21 And, we will start providing instructions on each  
22 language so participants who speak the languages

1 can select their tongue.

2 (Foreign language spoken.)

3 MS. ARROYAS: Now Weikuen, if you  
4 would like to please give the instructions in  
5 Cantonese, please.

6 MR. TANG: Hi. (Foreign language  
7 spoken.)

8 Thank you.

9 MS. ARROYAS: Thank you, Weikuen.

10 So for English, virtual participants,  
11 please also go to the English channel. And to do  
12 that, you need to click on the world icon that is  
13 in the lower part of your screen. And then  
14 select English.

15 If you're using a smart phone, you  
16 will find this option if you click on the three  
17 dots in the app of your screen, and then select  
18 English.

19 This is very important if you want to  
20 hear the interpretive comments into English in  
21 the later part of the meeting, where you will be  
22 able to provide comments.

1           A reminder for English speakers is to  
2 speak slowly so interpreters can keep up with  
3 you. So please keep this in mind.

4           And with this, I conclude the multi-  
5 language instructions. Thank you very much, and  
6 I will pass things back to Laura, thank you.

7           MR. TANG: The Spanish interpreter has  
8 not given oh --

9           MS. ARROYAS: No.

10          MR. TANG: Oh.

11          MS. ADLEMAN: Thank you very much,  
12 Gracia.

13           Okay, I'd also like to go over  
14 instructions for closed captioning that is  
15 available during this meeting.

16           If it doesn't appear automatically,  
17 you can click on the CC button, which is likely  
18 at the bottom of your screen.

19           For your awareness, this meeting is  
20 being recorded. We also have a court reporter  
21 who will be creating a transcript of this  
22 meeting. We will now begin our presentation.

1                   Thank you once again for participating  
2                   in this public meeting for the draft  
3                   environmental impact report, for the proposed  
4                   Oakland Harbor Turning Basins Widening project.

5                   The primary purpose of this meeting is  
6                   to receive public comment on the draft  
7                   environmental impact report, or draft EIR.

8                   My name is Laura Adleman, and I'm part  
9                   of (audio interference) consultant team, and will  
10                  be facilitating this meeting. The listed  
11                  individuals here will also be speaking today.

12                  Now I'll go over the meeting agenda.  
13                  The first topic is opening remarks, and then  
14                  we'll describe seaport conditions and the purpose  
15                  of the proposed project, and provide an overview  
16                  of other proposed project.

17                  Next, we will review the California  
18                  Environmental Quality Act, or CEQA process, and a  
19                  summary of the proposed project's environmental  
20                  impacts, followed by instructions on how to  
21                  provide written comments during and after this  
22                  meeting.

1           We will then open up the meeting for  
2 public comment on the draft EIR. Again, the  
3 primary purpose of today's meeting is to receive  
4 public comment on the draft EIR. Finally, we'll  
5 wrap up the meeting.

6           And now I'll hand it over to Mr.  
7 Brandes for his opening remarks.

8           MR. BRANDES: Good morning everybody,  
9 and thank you Laura, for that opening.

10           My name is Bryan Brandes. I'm the  
11 Port of Oakland's Director of Maritime, and I  
12 want to extend a big thank you for your time  
13 today as we walk through this report.

14           My goal is for you to leave this  
15 meeting with information about our proposed  
16 project, and how to participate in the draft  
17 environmental impact report process.

18           I'd like to start by sharing a few  
19 accomplishments the Port has achieved so far.

20           Since 2005, the Oakland Seaport has  
21 seen notable reductions in criteria air pollutant  
22 emissions, including an 86 percent reduction in



1 diesel particulate matter, or DPM emissions, and  
2 a 54 percent reduction in nitrous oxide, or NOx,  
3 emissions.

4 Most of these reductions are due to  
5 cleaner equipment, and vessel shore power.

6 Just last month, the Port received  
7 Green Maritime certification based on upon our  
8 sustainable practices in the maritime industry.

9 Can we move to the next slide?

10 Second, I'd like to emphasize the  
11 Port's commitment to becoming a zero emission  
12 seaport.

13 This is exemplified by many projects  
14 across the seaport, that the Port, our tenants,  
15 and our neighbors have undertaken as you can see  
16 here on this slide.

17 Next slide, please. As shown here,  
18 the Port was recently awarded grant funds, and is  
19 planning to submit additional grant applications  
20 to fund port projects aimed at achieving emission  
21 reductions.

22 The widening of the turning basin is

1 just one of these many projects the Port is  
2 working to deliver, as we move towards a cleaner  
3 future.

4 By widening the turning basins, ships  
5 will call the Port more efficiently and safely,  
6 on the path to a zero emissions seaport.

7 I am honored to be at the helm of the  
8 maritime division during this transformative  
9 period.

10 My goal is to position the Port as a  
11 leader and an innovator in efficiently servicing  
12 global trade, with the highest regard to health  
13 and safety.

14 It is my firm belief that widening the  
15 turning basins delivers on these commitments. I  
16 look forward to working with the community and  
17 all of our partners on this proposed project, and  
18 other projects.

19 We've got a lot of work to do; let's  
20 move forward and work together.

21 I will now hand it over to Erika  
22 Powell, with the U.S. Army Corps of Engineers.

1 Thank you for your time today.

2 (Pause.)

3 MS. POWELL: Thank you, Bryan.

4 Can everyone hear me?

5 MS. ADLEMAN: Yes, we can.

6 MS. POWELL: Okay, fantastic. Sorry  
7 about my video, it's not working properly.

8 So, I'm Erika Powell. I'm the project  
9 manager for the U.S. Army Corps of Engineers on  
10 this study.

11 I am here on behalf of the U.S. Army  
12 Corps, San Francisco District, and I want to echo  
13 Bryan's thanks to you all for joining this call  
14 to learn about the proposed project, and to  
15 provide valuable input into the environmental  
16 review process.

17 As Bryan mentioned, the Port is  
18 proactively undertaking innovative efforts on  
19 many fronts, to become a zero emissions seaport.

20 That goal will be further realized  
21 with this proposed project, which specifically  
22 includes electrified, excuse me, electrified

1 dredging for project construction.

2 The Port's willingness to fund this  
3 use of electrified dredges, demonstrates their  
4 strong commitment to minimizing emissions.

5 Moreover, the Port and the Corps  
6 propose to reuse all suitable material removed to  
7 widen the turning basins, for wetland restoration  
8 at existing sites around the Bay.

9 And this restoration will help make  
10 Bay area communities resilient to sea level rise.

11 Our project delivery team is proud of  
12 the efforts that the Port and the Corps proposing  
13 to undertake as part of this project to provide  
14 sustainable infrastructure solutions here in the  
15 Bay.

16 Thank you to the Port for their  
17 partnership and again, thank you all for  
18 providing your valuable input. We look forward  
19 to your comments and questions.

20 And now I'll turn it over to Justin  
21 Taschek, from the Port.

22 MR. TASCHEK: Thank you, Erika, and

1 good evening all.

2 My name is Justin Taschek, and I am  
3 the Port's project manager for this proposed  
4 project.

5 I will now provide an overview of the  
6 Port, existing conditions in the seaport, and the  
7 purpose of the proposed project.

8 The Port of Oakland covers 20 miles of  
9 waterfront and includes three revenue divisions.  
10 The area in blue is aviation; the area in red is  
11 commercial real estate; and, the area in green is  
12 maritime.

13 The maritime area, which includes  
14 approximately five miles of industrial  
15 waterfront, is the focus area for the proposed  
16 project and this meeting.

17 Here is the seaport area. The blue  
18 dashed line denotes the federal channel limits of  
19 the Oakland Harbor Waterway, which includes deep  
20 navigation channels and turning basins.

21 Turning basins act similar to a cul-  
22 de-sac on a street, and allow vessels entering

1 and exiting, to turn around.

2 Now, I would like to share a video of  
3 a vessel turning in the inner harbor turning  
4 basin.

5 (Video played.)

6 MR. TASCHEK: Here, you can see the  
7 container ship entering into the inner harbor  
8 turning basin.

9 And what you will notice is it is not  
10 just the ship that turns within the turning  
11 basin, it is also the support vessels that push  
12 and pull the container ship around in the turning  
13 basin, as you can see in the video.

14 This is sped up by 20 times its normal  
15 speed. The average length of a turning maneuver  
16 that we just witnessed, is usually around 18  
17 minutes.

18 The 50-foot deepening project widened  
19 the existing turning basins for a container  
20 vessel with a length of 1,139 feet, which is  
21 equivalent to a Post-Panamax Generation 1, or  
22 PPX1 vessel.

1           This table shows all container vessel  
2 classes that visit the Port today. PPX1 vessels  
3 and those shorter, are able to use the existing  
4 turning basins with no restrictions.

5           In contrast, vessels longer than PPX1,  
6 that is the PPX2, PPX3, and PPX4 vessel classes,  
7 have restrictions when using the existing turning  
8 basins, due to their greater length.

9           These restrictions include scheduling  
10 transits around specific tide, current, and wind  
11 conditions, limiting transits to daylight hours,  
12 use of an additional pilot, and a required number  
13 of vessel assist tugs.

14           These restrictions can delay vessels  
15 from arriving or departing a berth.

16           In addition, vessels longer than 1,210  
17 feet are unable to use the inner harbor turning  
18 basin at all, and are restricted to docking  
19 portside only, with their bow pointed east.

20           This can impact the ability for a  
21 vessel to use shore power, and depart in an  
22 emergency.

1           This image depicts total annual vessel  
2 visits over a 22 year period. The yellow  
3 vertical line marks the completion of the 50-foot  
4 deepening project, which resulted in the current  
5 size of the turning basins.

6           Following completion of the 50-foot  
7 deepening project and economic recovery from the  
8 Great Recession, the Port saw a reduction in  
9 total vessel calls.

10           This reduction in total vessel calls,  
11 is attributed to longer vessels, which carry more  
12 cargo, replacing multiple shorter vessels.

13           In this graph, vessels are grouped  
14 into two categories, shorter vessels that do not  
15 have restrictions, and longer vessels that do  
16 have restrictions.

17           Prior to the COVID-19 pandemic, the  
18 total number of shorter, unrestricted vessels  
19 continued its downward trend. And the total  
20 number of longer, restricted vessels trended  
21 upward.

22           As shown on the far right, today



1 greater than half of the container vessels  
2 visiting Oakland have transit restrictions.

3 Through September of this year, the  
4 Port has seen 406 long vessels call to Port,  
5 compared to 319 shorter vessels.

6 The gray shaded area depicts total  
7 cargo handled for the last 10 years, during which  
8 time cargo volume has remained relatively  
9 constant though the number of vessels has  
10 continued to decrease.

11 The width limitations and transit  
12 restrictions placed on vessels transiting the  
13 existing turning basins, result in transportation  
14 inefficiencies, which in turn, have cascading  
15 effects on economic, environmental, and safety  
16 considerations.

17 To address this, the Port has  
18 identified five project objectives, which include  
19 optimizing transit efficiencies; maintaining the  
20 Port's competitiveness; improving flexibility for  
21 use of shore power to reduce emissions while at  
22 berth; improving conditions for vessel

1 maneuvering and safety; and, modernizing  
2 essential waterway infrastructure to accommodate  
3 the projected increase in the frequency of longer  
4 vessel visits.

5 This graph compares economic factors,  
6 waterway improvements, and total cargo handled  
7 over a 20 year period.

8 The blue line represents total cargo  
9 handled compared to local gross domestic product,  
10 or GDP, shown with the dashed orange line.

11 As GDP increases, cargo volume  
12 increases. When GDP decreases, cargo volume  
13 decreases.

14 In fact, the average annual cargo  
15 growth rate was less after completion of the 50-  
16 foot deepening project, than before.

17 Imagine the future with and without  
18 this proposed project. Let's look at years 2030,  
19 2040, and 2050.

20 As shown under the width project  
21 scenario, widening the turning basins allows  
22 longer vessels colored in yellow, blue, and

1 green, to call the seaport with increased  
2 frequency.

3           These large vessels are calling the  
4 Port today, and are expected to continue to do so  
5 in the future, with or without the proposed  
6 project.

7           The main difference in the future  
8 scenarios, is the total number of vessels that  
9 will visit the seaport.

10           The no project scenario will require  
11 more vessels to service trade demand, than the  
12 future with project.

13           The total number of container that can  
14 be handled at the seaport at a given time, is  
15 limited by constraints including availability of  
16 land, and equipment to move the containers.

17           Such constraints are expected to  
18 remain in the future, with or without the  
19 project.

20           Marine terminal operators work within  
21 these constraints and manage surges in cargo  
22 volume, such as during the holiday peak season.

1 Marine terminal operators are expected  
2 to continue using these management practices.

3 If there are less vessel calls in the  
4 future with the proposed project, what does this  
5 mean?

6 This graph shows a percentage  
7 reduction in criteria air pollutant emissions  
8 from vessel operations for the proposed project,  
9 compared to the no project future for years 2030,  
10 2040, and 2050.

11 These reductions are a result of the  
12 decrease in total vessel visits required to meet  
13 forecasted trade demand, under the proposed  
14 project.

15 Now, I would like to introduce our  
16 port lead engineer, Fanny Yu, who will describe  
17 the proposed project. Fanny?

18 MS. YU: Thank you, Justin. The  
19 proposed project involves widening both the inner  
20 and outer harbor turning basins, to accommodate a  
21 vessel that is 1,310 feet long.

22 The inner harbor turning basin would

1 be widened by an additional 334 feet, and to a  
2 depth of 50 feet, which is consistent with the  
3 depth of the existing turning basin, and the  
4 inner harbor channel.

5 The purple hashed areas are where land  
6 excavation and dredging would occur on both the  
7 Oakland, or northern side of the turning basin,  
8 and on the Alameda, or southern side of the  
9 turning basin.

10 Two warehouses located on the Alameda  
11 side, would be partially demolished.

12 The red dashed lines represent new  
13 bulkhead. The new bulkhead on both the Oakland  
14 and Alameda side, would serve as a structure to  
15 separate land from water.

16 The new bulkhead at Radius Recycling,  
17 previously known as Schnitzer Steel, would be  
18 installed underwater to protect the stability of  
19 the shoreline at this location.

20 Proposed electrical infrastructure  
21 would be installed at the southeast corner of  
22 Howard Terminal to facilitate electric dredging

1 to reduce construction emissions for the proposed  
2 project.

3 The orange hatch represent the  
4 preliminary proposed construction staging areas,  
5 which would only be used if the construction work  
6 areas do not provide enough space for equipment  
7 and material storage.

8 The specific locations of staging  
9 areas for the inner harbor will be further  
10 refined prior to construction.

11 The outer harbor turning basin would  
12 be widened by 315 feet, and to a depth of 50  
13 feet.

14 This would be accomplished by  
15 dredging, shown in the purple hatch, and does not  
16 require the removal of any land.

17 Berth 26 would be where proposed  
18 electrical infrastructure for electric dredging  
19 would be installed.

20 Berth 10 would be used for  
21 construction staging, and rehandling of non-  
22 hazardous dredged materials that would require

1 landfill disposal.

2 The construction duration would be  
3 approximately two years and four months, and is  
4 anticipated to start in July 2027 through  
5 November 2029.

6 The estimated total construction  
7 duration at each work location is listed on this  
8 slide.

9 Construction at Howard Terminal is  
10 estimated to take approximately 12 months, and 20  
11 months at the Alameda site.

12 Notably, some of the construction  
13 activities can occur concurrently.

14 For the outer harbor turning basin,  
15 dredging is expected to take approximately eight  
16 months.

17 In total, approximately 2.5 million  
18 cubic yards of material would either be excavated  
19 or dredged.

20 It's estimated that about 8 percent of  
21 the material would be disposed at a landfill, and  
22 that 92 percent of the material would go towards

1 beneficial reuse or recycling.

2 Beneficial reuse is the establishment  
3 of wetlands. The benefits of reuse for a wetland  
4 establishment include creation of habitat for  
5 special status species, and supporting sea level  
6 rise adaptation efforts.

7 Now, I would like to introduce Khamly  
8 Chuop, Port associate environmental  
9 planner/scientist, to provide an overview of the  
10 seaport process.

11 MS. CHUOP: Thank you, Fanny.

12 The Port as the lead agency, under  
13 CEQA, the California Environmental Quality Act,  
14 is required to prepare environmental  
15 documentation in compliance with CEQA for this  
16 proposed project.

17 The turning basins widening project  
18 also requires approval by the U.S. Army Corps of  
19 Engineers, and is therefore, subject to a  
20 separate environmental review process in  
21 compliance with the National Environmental Policy  
22 Act, or NEPA.



1           The Army Corps released a revised  
2 draft of a combined integrated feasibility report  
3 and NEPA environmental assessment, in April 2023.

4           The purpose of the CEQA process is to  
5 enable public participation, promote coordination  
6 between government agencies, encourage informed  
7 decision making, and identify ways to minimize or  
8 avoid the significant effects of a project.

9           The CEQA process is prescriptive. The  
10 Port must follow the steps shown here. The first  
11 is the notice of preparation, or NOP, in which  
12 the Port published on May 31, 2022.

13           During the scoping period, the Port  
14 received comments and incorporated that input  
15 into the scoping and preparing of the draft EIR.

16           The Port published the draft EIR on  
17 Tuesday, October 3, 2023, and we are now here in  
18 the public review period for the draft EIR.

19           The Port initially requested public  
20 comments by November 17. On November 19, the  
21 Port extended the public review and comment  
22 period to Monday, December 18. This reflects a

1 77-day public review and comment period.

2 Under CEQA, the lead agency must allow  
3 for a minimum of 45 days for public review and  
4 comment.

5 The next steps following the public  
6 review and comment period are to review and  
7 consider, consider comments received, and to  
8 prepare the responses to comments, which will be  
9 included in the final EIR.

10 There will be public notification that  
11 the final EIR has been completed, and is  
12 available to the public prior to certification by  
13 the Board of Port Commissioners.

14 And now, Kelly Bayer, the  
15 environmental review lead for the Port's  
16 consultant team AECOM, will provide an overview  
17 of the draft EIR analysis and CEQA findings.

18 MS. BAYER: Thank you, Khamly. The  
19 draft EIR consists of an executive summary, eight  
20 chapters, and six appendices.

21 In particular, chapter 2 presents a  
22 detailed description of the proposed project, and

1 chapters 3 through 5 describe the environmental  
2 effects which may result from implementation of  
3 the proposed project and alternatives.

4 Appendices B through F provide  
5 supporting technical analysis for select  
6 environmental resource topics.

7 The draft EIR identifies thresholds of  
8 significance for each environmental resource  
9 topic, that may be impacted by implementation of  
10 the proposed project.

11 Impacts that are expected to reach or  
12 exceed these thresholds, are considered  
13 potentially significant.

14 Where feasible mitigation measures are  
15 available to reduce the level of impact to below  
16 the threshold, impacts are considered less than  
17 significant with such mitigation.

18 Where mitigation measures would not  
19 reduce the impact to below the threshold, or  
20 there are no feasible mitigation measures,  
21 impacts are considered significant and  
22 unavoidable.

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

10           The proposed project would have no  
11 impact, or less than significant impacts, with  
12 respect to all remaining environmental resource  
13 topics.

14           Construction related emissions would  
15 result from the use of construction equipment,  
16 including both land based and water based  
17 construction equipment.

18           Construction worker vehicle trips, and  
19 dust generation from earth moving and demolition  
20 activities.

21           These emissions were compared to local  
22 thresholds. All criteria pollutants except for

1 nitrous oxide, or NOx, would be below thresholds.

2 The mitigation measure for air  
3 quality, Mitigation Measure AIR-1, calls for  
4 using the cleanest construction equipment, which  
5 is Tier 4 final engines as available, and other  
6 measures to reduce dust.

7 However, even with implementation of  
8 this mitigation measure, NOx emissions would  
9 exceed local thresholds.

10 In addition, a health risk assessment  
11 was conducted to assess changes to health impacts  
12 for people during construction of the proposed  
13 project.

14 Health impact results were compared to  
15 local thresholds, and were found to exceed the  
16 threshold for cancer risk and PM2.5 emissions.

17 These exceedances would take place in  
18 existing and planned resident locations in  
19 Alameda, and within proposed resident locations  
20 at Howard Terminal.

21 Similar to NOx emissions, even with  
22 implementation of Mitigation Measure 1, impacts

1 were still above local thresholds.

2           Therefore, due to NOx emissions,  
3 cancer risks, and PM2.5 emissions all being above  
4 local thresholds, air quality impacts were  
5 determined to be significant and unavoidable.

6           Noise impacts from construction  
7 equipment expected to be used for the proposed  
8 project, were evaluated by considering the  
9 different types of construction activities, and  
10 calculated -- calculating -- construction related  
11 noise levels at nearby noise sensitive receptors.

12           Estimated construction noise levels  
13 indicate that exceedances of the city of Alameda  
14 exterior nighttime limits, would occur at some of  
15 the Landing at Bay 37 residential units.

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

1 currently under construction.

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

6           Next slide. As required under the  
7 CEQA guidelines, the draft EIR evaluated  
8 reasonable alternatives to the proposed project,  
9 including a no project alternative that  
10 represents the future without the project.

11           The draft EIR evaluated three  
12 alternatives. Widening the inner harbor turning  
13 basins only with electric dredges; widening the  
14 outer harbor turning basin only with electric  
15 dredges; and, widening both turning basins using  
16 diesel dredges.

17           For each alternative we asked two  
18 questions. First, does this alternative lessen  
19 the significant impact of the project; and  
20 second, does this alternative meet most of the  
21 project objectives.

22           None of the alternatives to the

1 proposed project both lessen the project  
2 significant impacts, and met most of the project  
3 objectives.

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

9 MS. ADLEMAN: Thank you, Kelly. There  
10 are multiple ways that you can provide comments  
11 on the draft EIR. You can provide verbal or  
12 written comments during this meeting today.

13 You can provide verbal or written  
14 comments during our second in-person meeting in  
15 Alameda, that will be held on November 14.

16 If you'd like to submit written  
17 comments online, you can use the online form at  
18 [www.portofoakland.com/turningbasins](http://www.portofoakland.com/turningbasins).

19 You can also send written comments by  
20 U.S. mail to Ms. Khamly Chuop, at Port of  
21 Oakland, Environmental Programs and Planning  
22 Division, 530 Water Street, Oakland, California,



1 94607.

2 And lastly, you can email comments to  
3 turningbasins@portoakland.com. All comments must  
4 be received by 5:00 p.m. Pacific Time, on Monday,  
5 December 18, 2023.

6 Please account for mail delivery time  
7 to be sure your mailed comments are received on  
8 time.

9 If you want to provide comments during  
10 this webinar but do not want to state them  
11 verbally, you can submit your comments in writing  
12 by clicking on the chat button, which is on the  
13 toolbar at the bottom of your screen, and then  
14 typing in your comment.

15 Please be aware that there is a limit  
16 of about 1,000 characters for a chat message.

17 If you have additional comments, you  
18 can create a new chat message, or you can send in  
19 your comments via email, online, or the U.S.  
20 mail, or at the future public meeting that I  
21 mentioned earlier. I will provide that  
22 information again later in this presentation.

1           To provide comments verbally during  
2 this webinar, click on the raise hand button on  
3 the toolbar at the bottom of your screen. For  
4 those of you on the phone, you can dial \*9 to  
5 raise your hand.

6           We will be calling on people in the  
7 order hands are raised. For those participants  
8 calling in by phone, we will identify you by the  
9 last three digits of your phone number.

10          Once your name or last three digits of  
11 your phone number have been called, staff will  
12 allow you to unmute yourself.

13          At that time, you will receive a  
14 notice asking you to unmute. For those online,  
15 just click on the unmute button and you will be  
16 able to talk.

17          For those on the phone, unmute your  
18 phone and dial \*6 to speak. Once you are  
19 unmuted, please state and spell your name for the  
20 record.

21          In addition, if you are representing  
22 an agency or an organization, please state the

1 name of that agency or organization.

2 Each speaker will have two minutes to  
3 provide their comment. Once you have identified  
4 yourself, we will start the two minute clock, and  
5 you may provide your comments.

6 Each speaker is allowed one  
7 opportunity to speak, and you will not be  
8 permitted to cede your time to another person.

9 If you have additional comments,  
10 please submit them through the chat feature, or  
11 in one of the other ways to submit comments as  
12 described earlier.

13 All verbal comments will be a part of  
14 the public record for the project, and will be  
15 responded to in the final EIR.

16 There will not be a verbal response.  
17 Any questions will be treated as a comment, and  
18 will be part of the public record.

19 It's also important to remind everyone  
20 to be respectful of others, and to use  
21 appropriate language when making comments. These  
22 comments will be part of the public record for

1 the project.

2 Hate speech, threats made directly or  
3 indirectly, and/or abusive or offensive language  
4 will not be tolerated.

5 Anyone who fails to follow these  
6 guidelines will be asked to stop speaking.

7 And now we'll begin taking verbal  
8 comments. Give us a moment to see if there are  
9 any raised hands.

10 (Pause.)

11 MS. ADLEMAN: Okay. Our first speaker  
12 will be Susan Ransom. Just give us one moment  
13 here and again, a reminder to please state and  
14 spell your name before you begin speaking, as  
15 well as any agency you might represent.

16 One moment.

17 MS. RANSOM: Okay.

18 MS. ADLEMAN: Go ahead.

19 MS. RANSOM: Can you hear me?

20 MS. ADLEMAN: Yes, go ahead, please.

21 MS. RANSOM: Susan Ransom, R-A-N-S-O-  
22 M, SSA terminal, Oakland.

1 I would like to thank the Port of  
2 Oakland for continuing to work toward the  
3 positive outcome on the turning basin.

4 It is an essential component to the  
5 future of Oakland's economic engine that supports  
6 everyone near or far.

7 I have been on almost all of the calls  
8 regarding the turning basin and would like to  
9 address some environmental concerns over this  
10 project, that have been raised that the turning  
11 basin is creating new pollution and adding to  
12 truck traffic.

13 This really is not a realistic  
14 concern. The draft EIR clearly states that all  
15 dredging equipment needed to widen the turning  
16 basin, be eclectic.

17 And most of the dredged soil will be  
18 repurposed or disposed of via water, not by  
19 truck. As far as additional container traffic,  
20 that will be dictated by the marketplace.

21 The turning basin project only changes  
22 the number of ships, and types of ships, that

1 will be facilitating that commerce.

2 As far as the bigger ships are  
3 concerned, this won't bring massive amounts of  
4 additional containers.

5 In fact, it will consolidate cargo  
6 with the older, smaller ships being deployed  
7 elsewhere, and the newer, larger ships will be  
8 more environmentally clean coming to the port.

9 All of the marine terminals and the  
10 port itself, are committed to doing business on a  
11 zero emissions, and near-zero emissions at the  
12 Port, and the turning basin project is important  
13 to help us achieve these goals.

14 Keep in mind, the wider the turning  
15 basin, the faster and safer the ships turn. It  
16 is a win/win for Oakland, the environment, and  
17 the economy.

18 In addition, with all the mandates and  
19 regulations that California is putting on  
20 trucking companies to be at zero emissions and  
21 run all electric trucks, it is likely that the  
22 industry will lose about 25 percent of truck

1 capacity, as many won't be able to afford the new  
2 trucks.

3 So in fact, there will be less traffic  
4 overall, and less pollution, not more.

5 SSA has already invested millions of  
6 dollars towards getting to a goal of zero  
7 emissions. The vessels are already plugging into  
8 shore power, eliminating the need for diesel  
9 generators at the ports.

10 And, we have an environmental team  
11 within our company that is working effortlessly  
12 to, to meet the requirements of California  
13 regulations.

14 We are not done, but continue to  
15 advance on the goal. We are critical partners in  
16 cleaning up the Port of Oakland and ask that it  
17 be acknowledged by the time this project breaks  
18 ground, we will be one of the cleanest ports in  
19 the world. Thank you so much.

20 MS. ADLEMAN: Thank you for your  
21 comment. Our next speaker will be Mandeera. A  
22 reminder, just please state and spell your name

1 for the record. Go ahead.

2 MR. WIJETUNGA: Thank you so much.

3 Yes, my name is Mandeera Wijetunga,  
4 that is M-A-N-D double E-R-A W-I-J-E-T-U-N-G-A.

5 We will be also submitting written  
6 comments, so I will keep my comments very short.

7 But I think environmental community  
8 have a several forms of concerns. One is  
9 increasing air and climate pollution.

10 We know the Port of Oakland have  
11 fallen behind on the ambitious electric,  
12 electrification goals other ports in California  
13 have.

14 So, in this context, having more cargo  
15 capacity will eventually lead to more trucks  
16 coming in to the ports, increasing the pollution,  
17 especially in the short-term.

18 And, especially given the fact that  
19 west Oakland has one of the highest cancer rates  
20 in the region. And, the highest level of asthma.

21 That hurts -- the people who live in  
22 the west Oakland community is at increased risks,



1 and that is not acceptable.

2 We would also like to see more  
3 explanation from the Port where is 2.5 million  
4 cubic yards of dredging material, is going to be  
5 stored.

6 And also, on their presentation, there  
7 is a lot of concerns and the presentation  
8 actually discussed what needs to be done to  
9 mitigate the other environmental impacts.

10 And, we would like to hear from the  
11 Port's explanation what are the specific actions  
12 of mitigation that Port is trying to take to  
13 reduce the harm in other sectors, that is not  
14 highlighted through the presentation.

15 Again, we are looking forward to  
16 hearing about the project, and thank you so much  
17 for the Port's team for putting this  
18 presentation. Thanks.

19 MS. ADLEMAN: Thank you very much.  
20 Our next speaker will be Mike Jacob. Please  
21 state and spell your name for the record, then  
22 please go ahead.

1                   MR. JACOB: Hi, good morning, Mike  
2                   Jacob, with the Pacific Merchant Shipping  
3                   Association.

4                   We are headquartered in Oakland, and  
5                   represent U.S. West Coast marine terminal  
6                   operators ocean carriers, including those doing  
7                   business at the Port of Oakland.

8                   We'll be supplying written comments on  
9                   the EIR, of course, but wanted to take the  
10                  opportunity to support the project.

11                  And also reinforce the comments that  
12                  were just made by Susan Ransom, with respect to  
13                  the overall environmental context, and support  
14                  the comments made by the Port of Oakland staff in  
15                  the presentation.

16                  I think we've heard from several  
17                  concerned folks in the environmental community,  
18                  including the previous speaker, about generic  
19                  concerns about increased air and climate  
20                  emissions.

21                  And, we just don't think that those  
22                  are, are valid. Or consistent with the science.

1                   We conducted a study, we'll be  
2 providing that in our comments as well, that  
3 actually demonstrate that if you're diverting  
4 cargo and vessel traffic away from the U.S. West  
5 Coast, the greenhouse gas emissions increase.

6                   There is also no basis for a claim  
7 that newer vessels are going to be dirtier just  
8 because of their size.

9                   I think it's pretty clear that they  
10 are both more environmentally friendly on a per-  
11 unit basis, just because of the economies of  
12 scale, and the emissions profile per container  
13 being lower.

14                  But also on the whole, especially when  
15 you consider that most new builds are now looking  
16 at alternative fueling, and those types of  
17 improvements.

18                  In addition to as Susan said, the fact  
19 that we plug in almost more vessels in Oakland,  
20 L.A., Long Beach, than anywhere else in the  
21 world.

22                  So, we're looking forward to seeing

1 this project moving forward, our relationships,  
2 and we look forward to that being completely and  
3 effectively discussed in the final EIR and  
4 response to all of the comments. Thank you.

5 MS. ADLEMAN: Thank you, very much.

6 Okay, I'll just take a look here, and  
7 I don't see any other raised hands at the moment.  
8 We'll just give it a moment to see if there are  
9 any other folks.

10 Okay, our next speaker will be Trish  
11 Herrera Spencer. Please state and spell your  
12 name, and then go ahead with your comment.

13 MS. HERRERA SPENCER: Hi, my name is  
14 Trish Herrera Spencer, T-R-I-S-H H-E-R-R-E-R-A S-  
15 P-E-N-C-E-R. Three separate words.

16 I serve on the Alameda City Council,  
17 but I'm speaking in my individual capacity. And  
18 I'm just curious about the environmental impacts  
19 when you chip away at Oakland and Alameda, that  
20 you create this wider area.

21 And I'm not sure that that's been  
22 discussed, but that those are the issues I have

1 in regards to all of the impacts.

2 Alameda's a relatively small island,  
3 and how much can you chip away. But how does  
4 that impact an island in regards to I'll suggest,  
5 you know, like earthquakes.

6 The impact to any natural wildlife in  
7 the estuary. Animals, animals that could either  
8 be somehow, you know, on the, on the surface or  
9 somehow of Oakland also for that matter.

10 You know, both of them, the  
11 environmental impacts when you chip away on land  
12 like that. Thanks so much.

13 MS. ADLEMAN: Thank you very much.

14 I'll just take a look here. If you  
15 would like to make a comment, please go ahead and  
16 raise your hand using the raised hand feature at  
17 the bottom of your Zoom screen.

18 (Pause.)

19 MS. ADLEMAN: I don't see anyone in  
20 the queue at the moment.

21 You can also, just as a reminder, use  
22 the chat feature, and that icon is also at the

1 bottom of your screen.

2 (Pause.)

3 MS. ADLEMAN: We don't have any raised  
4 hands at the moment, so perhaps we'll take a  
5 pause here and we'll just come back in a few  
6 minutes. Thank you very much.

7 (Pause.)

8 MS. ADLEMAN: Okay. And just a  
9 reminder, if you would like to make a comment,  
10 please go ahead and raise your hand using the  
11 raise hand feature at the bottom of your screen.

12 Or you can also use the chat feature  
13 and type in a chat message for us. Also wanted  
14 to remind folks that a recording of this  
15 presentation as well as the PowerPoint slides  
16 will be posted on the project website following  
17 today's meeting. And that project website we're  
18 putting that in the chat for you as well,  
19 [www.portofoakland.com/turningbasins](http://www.portofoakland.com/turningbasins).

20 And I don't see any other raised hands  
21 coming in at the moment, so we'll come back to  
22 you in just a few moments. Thank you.

1 (Pause.)

2 MS. ADLEMAN: If you would like to  
3 make a comment, please go ahead and raise your  
4 hand using the raised hand feature at the bottom  
5 of your Zoom screen.

6 (Pause.)

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8 the queue at the moment.

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10 the chat feature, and that icon is also at the  
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14 hands at the moment, so perhaps we'll take a  
15 pause here and we'll just come back in a few  
16 minutes. Thank you very much.

17 (Pause.)

18 MS. ADLEMAN: If you would like to  
19 make a comment, please go ahead and raise your  
20 hand using that raise hand feature at the bottom  
21 of your Zoom toolbar on your screen. Or you can  
22 send us a chat message. Just click on that chat

1 button and type in your message.

2 And then since we don't have any  
3 raised hands at the moment, we'll just take  
4 another pause here and come back in a few  
5 minutes. Thank you.

6 (Pause.)

7 MS. ADLEMAN: And just another  
8 reminder that if you would like to make a  
9 comment, please go ahead and raise your hand.  
10 We'll be here until the end of the meeting at  
11 12:30 in order to accept your comments. Or you  
12 can also put in a chat comment, chat message,  
13 using that chat feature at the bottom of your  
14 screen. And also another reminder that this  
15 presentation and the PowerPoint slides along with  
16 a copy of the meeting recording will be posted on  
17 the project website following this meeting. And  
18 that website address is  
19 [www.portofoakland.com/turningbasins](http://www.portofoakland.com/turningbasins).

20 (Pause.)

21 MS. ADLEMAN: Okay. Just one last  
22 reminder here. If you would like to make your



1 comment, please go ahead and raise your hand now,  
2 or you could put it in a chat message for us  
3 using that chat button that's on the bottom of  
4 your screen. If you are dialing in by phone,  
5 another reminder that you can use the \*9 to raise  
6 your hand, and we can call on you from there.

7 And I don't see any raised hands right  
8 now, so we'll just come back in a few minutes.

9 Thank you.

10 (Pause.)

11 MS. ADLEMAN: Okay, I think we're  
12 going to wrap things up. All right.

13 Thank you for participating in our  
14 public meeting today. As a reminder, if anyone  
15 missed a part of the presentation today, the  
16 meeting recording along with a copy of the  
17 PowerPoint presentation will be posted on the  
18 project website, which is  
19 [www.portofoakland.com/turningbasins](http://www.portofoakland.com/turningbasins).

20 (Pause.)

21 MS. ADLEMAN: If you would like to  
22 make a comment, please go ahead and raise your

1 hand using the raise hand feature at the bottom  
2 of your Zoom toolbar on your screen. Or you can  
3 send us a chat message, just click on that chat  
4 button and type in your message.

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11 reminder that if you would like to make a  
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13 We'll be here until the end of the meeting at  
14 12:30 in order to accept your comments, or you  
15 can also put in a chat comment, a chat message,  
16 using the chat feature at the bottom of your  
17 screen.

18 And also, another reminder that this  
19 presentation, the PowerPoint slides, along with a  
20 copy of the meeting recording will be posted on  
21 the project website following meeting. And that  
22 website address is

1 www.portofoakland.com/turningbasins.

2 And I'm not seeing any raised hands at  
3 the moment, so we'll take another pause here and  
4 we'll come back in just a few minutes. Thank  
5 you.

6 (Pause.)

7 MS. ADLEMAN: Just one last reminder  
8 here. If you would like to make your comment,  
9 please go ahead and raise your hand now. Or you  
10 could put it in a chat message for us, using that  
11 chat button that's on the bottom of your screen.  
12 If you are dialing in by phone, another reminder  
13 that you can use the star-9 to raise your hand  
14 and we will call on you from there.

15 And I don't see any raised hands right  
16 now, so we'll just come back in a few minutes.  
17 Thank you.

18 (Pause.)

19 MS. ADLEMAN: Okay, I think we're  
20 going to wrap things up. All right, thank you  
21 for participating in our public meeting today.  
22 As a reminder, if anyone missed a part of the

1 presentation today, the meeting recording, along  
2 with a copy of the PowerPoint presentation, will  
3 be posted on the project website which is  
4 [www.portofoakland.com/turningbasins](http://www.portofoakland.com/turningbasins).

5 I also want to remind everyone how to  
6 provide comments on the draft EIR. You can send  
7 an email to [turningbasins@portofoakland.com](mailto:turningbasins@portofoakland.com), you  
8 can use the online form found on the project  
9 website, which is  
10 [www.portofoakland.com/turningbasins](http://www.portofoakland.com/turningbasins), or you can  
11 send comments by US Mail to Ms. Khamly Chuop at  
12 Port of Oakland Environmental Programs and  
13 Planning Division 530 Water Street Oakland,  
14 California 94607.

15 You can also participate in the  
16 remaining public meeting. We will have a second  
17 in-person meeting in Alameda, scheduled for  
18 Tuesday, November 14. Our presentation will be  
19 the same for all public meetings, however note  
20 that the in-person meetings have an open house  
21 format prior to the presentation.

22 All comments must be received by 5:00

1 p.m. Pacific Time on December 18, 2023. If you  
2 are mailing comments, please account for mail  
3 delivery time to re-ensure that your mailed  
4 comments are received on time.

5 Thank you again for participating  
6 today. I would also like to thank the  
7 interpreters from International Contact and the  
8 Court Reporter for their assistance today.

9 We will now conclude the meeting.  
10 Thank you very much.

11 (Whereupon, the above-entitled matter  
12 went off the record at 12:30 p.m.)  
13  
14  
15  
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22

A		B	
<p><b>a.m</b> 1:9 4:2  <b>ability</b> 15:20  <b>able</b> 5:22 15:3 34:16 39:1  <b>above-entitled</b> 53:11  <b>abusive</b> 36:3  <b>accept</b> 48:11 50:14  <b>acceptable</b> 41:1  <b>accommodate</b> 18:2 20:20  <b>accomplished</b> 22:14  <b>accomplishments</b> 8:19  <b>account</b> 33:6 53:2  <b>achieve</b> 38:13  <b>achieved</b> 8:19  <b>achieving</b> 9:20  <b>acknowledged</b> 39:17  <b>act</b> 3:6 7:18 13:21 24:13 24:22  <b>actions</b> 41:11  <b>activities</b> 23:13 28:20 30:9,18,19  <b>adaptation</b> 24:6  <b>adding</b> 37:11  <b>addition</b> 15:16 29:10 34:21 38:18 43:18  <b>additional</b> 9:19 15:12 21:1 33:17 35:9 37:19 38:4  <b>Additionally</b> 31:2  <b>address</b> 17:17 37:9 48:18 50:22  <b>Adleman</b> 1:9,11 4:3 6:11 7:8 11:5 32:5,9 36:11,18,20 39:20 41:19 44:5 45:13,19 46:3,8 47:2,7,13,18 48:7,21 49:11,21 50:10 51:7,19  <b>Administrator</b> 1:16  <b>advance</b> 39:15  <b>AECOM</b> 1:10,12,12 26:16  <b>afford</b> 39:1  <b>agencies</b> 25:6  <b>agency</b> 24:12 26:2 34:22 35:1 36:15  <b>agenda</b> 7:12  <b>ahead</b> 36:18,20 40:1 41:22 44:12 45:15 46:10 47:3,19 48:9 49:1,22 50:12 51:9  <b>aimed</b> 9:20  <b>air</b> 8:21 20:7 28:3 29:2 30:4 40:9 42:19  <b>AIR-1</b> 29:3  <b>Alameda</b> 21:8,10,14</p>	<p>23:11 29:19 30:13,21 32:15 44:16,19 52:17  <b>Alameda's</b> 45:2  <b>allow</b> 13:22 26:2 34:12  <b>allowed</b> 35:6  <b>allows</b> 18:21  <b>alternative</b> 31:9,17,18 31:20 43:16  <b>alternatives</b> 27:3 31:8 31:12,22  <b>ambitious</b> 40:11  <b>amounts</b> 38:3  <b>analysis</b> 3:7 26:17 27:5 32:5  <b>and/or</b> 36:3  <b>animals</b> 45:7,7  <b>annual</b> 16:1 18:14  <b>anticipated</b> 23:4  <b>app</b> 5:17  <b>appear</b> 6:16  <b>appendices</b> 26:20 27:4  <b>applications</b> 9:19  <b>appropriate</b> 35:21  <b>approval</b> 24:18  <b>approximately</b> 13:14 23:3,10,15,17  <b>April</b> 25:3  <b>area</b> 12:10 13:10,10,11 13:13,15,17 17:6 44:20  <b>areas</b> 21:5 22:4,6,9  <b>Army</b> 1:15 10:22 11:9 11:11 24:18 25:1  <b>arriving</b> 15:15  <b>Arroyas</b> 1:19 4:13,15 5:3,9 6:9  <b>asked</b> 31:17 36:6  <b>asking</b> 34:14  <b>assess</b> 29:11  <b>assessment</b> 25:3 29:10  <b>assist</b> 15:13  <b>assistance</b> 53:8  <b>associate</b> 1:12,14,17 24:8  <b>Association</b> 1:20 42:3  <b>asthma</b> 40:20  <b>attributed</b> 16:11  <b>audio</b> 7:9  <b>automatically</b> 6:16  <b>availability</b> 4:11 19:15  <b>available</b> 6:15 26:12 27:15 29:5  <b>average</b> 14:15 18:14  <b>aviation</b> 13:10  <b>avoid</b> 25:8  <b>awarded</b> 9:18  <b>aware</b> 4:10 33:15  <b>awareness</b> 6:19</p>	<p><b>B</b> 27:4  <b>back</b> 6:6 46:5,21 47:15 48:4 49:8 50:7 51:4 51:16  <b>based</b> 9:7 28:16,16  <b>basin</b> 9:22 14:4,8,11,13 15:18 20:22 21:3,7,9 22:11 23:14 31:14 37:3,8,11,16,21 38:12 38:15  <b>basins</b> 1:3 4:7 7:4 10:4 10:15 12:7 13:20,21 14:19 15:4,8 16:5 17:13 18:21 20:20 24:17 31:13,15  <b>basis</b> 43:6,11  <b>Bay</b> 12:8,10,15 30:15  <b>Bayer</b> 1:12 26:14,18  <b>Beach</b> 43:20  <b>becoming</b> 9:11  <b>behalf</b> 11:11  <b>belief</b> 10:14  <b>beneficial</b> 24:1,2  <b>benefits</b> 24:3  <b>berth</b> 15:15 17:22 22:17 22:20  <b>big</b> 8:12  <b>bigger</b> 38:2  <b>biological</b> 28:5  <b>blue</b> 13:10,17 18:8,22  <b>Board</b> 26:13  <b>bottom</b> 6:18 33:13 34:3 45:17 46:1,11 47:4,11 47:20 48:13 49:3 50:1 50:16 51:11  <b>bow</b> 15:19  <b>Brandes</b> 1:13 8:7,8,10  <b>breaks</b> 39:17  <b>bring</b> 38:3  <b>Bryan</b> 1:13 8:10 11:3,17  <b>Bryan's</b> 11:13  <b>builds</b> 43:15  <b>bulkhead</b> 21:13,13,16  <b>business</b> 38:10 42:7  <b>button</b> 6:17 33:12 34:2 34:15 48:1 49:3 50:4 51:11</p>	<p><b>calling</b> 19:3 34:6,8  <b>calls</b> 16:9,10 20:3 29:3 37:7  <b>cancer</b> 29:16 30:3 40:19  <b>Cantonese</b> 4:20 5:5  <b>capacity</b> 39:1 40:15 44:17  <b>captioning</b> 6:14  <b>cargo</b> 16:12 17:7,8 18:6 18:8,11,12,14 19:21 38:5 40:14 43:4  <b>carriers</b> 42:6  <b>carry</b> 16:11  <b>cascading</b> 17:14  <b>categories</b> 16:14  <b>CC</b> 6:17  <b>cede</b> 35:8  <b>CEQA</b> 3:6 7:18 24:13 24:15 25:4,9 26:2,17 31:7 32:5  <b>certification</b> 9:7 26:12  <b>changes</b> 29:11 37:21  <b>channel</b> 5:11 13:18 21:4  <b>channels</b> 13:20  <b>chapter</b> 26:21  <b>chapters</b> 26:20 27:1  <b>characters</b> 33:16  <b>chat</b> 33:12,16,18 35:10 45:22 46:12,13,18 47:10,22,22 48:12,12 48:13 49:2,3 50:3,3 50:15,15,16 51:10,11  <b>Chinese</b> 4:11  <b>chip</b> 44:19 45:3,11  <b>Chuop</b> 1:14 24:8,11 32:20 52:11  <b>city</b> 30:13 44:16  <b>claim</b> 43:6  <b>classes</b> 15:2,6  <b>clean</b> 38:8  <b>cleaner</b> 9:5 10:2  <b>cleanest</b> 29:4 39:18  <b>cleaning</b> 39:16  <b>clear</b> 43:9  <b>clearly</b> 37:14  <b>click</b> 5:12,16 6:17 34:2 34:15 47:22 50:3  <b>clicking</b> 33:12  <b>climate</b> 40:9 42:19  <b>clock</b> 35:4  <b>closed</b> 6:14  <b>Coast</b> 42:5 43:5  <b>colored</b> 18:22  <b>combined</b> 25:2  <b>come</b> 46:5,21 47:15 48:4 49:8 50:7 51:4</p>
		C	
		<p><b>calculated</b> 30:10  <b>calculating</b> 30:10  <b>California</b> 3:5 7:17 24:13 32:22 38:19 39:12 40:12 52:14  <b>call</b> 10:5 11:13 17:4 19:1 49:6 51:14  <b>called</b> 34:11</p>	

51:16  
**coming** 38:8 40:16  
 46:21  
**commence** 32:7  
**comment** 3:9 7:6 8:2,4  
 25:21 26:1,4,6 33:14  
 35:3,17 39:21 44:12  
 45:15 46:9 47:3,19  
 48:9,12 49:1,22 50:12  
 50:15 51:8  
**comments** 3:8 5:20,22  
 7:21 12:19 25:14,20  
 26:7,8 32:6,7,10,12  
 32:14,17,19 33:2,3,7  
 33:9,11,17,19 34:1  
 35:5,9,11,13,21,22  
 36:8 40:6,6 42:8,11  
 42:14 43:2 44:4 48:11  
 50:14 52:6,11,22 53:2  
 53:4  
**commerce** 38:1  
**commercial** 13:11  
**Commissioners** 26:13  
**commitment** 9:11 12:4  
**commitments** 10:15  
**committed** 38:10  
**communities** 12:10  
**community** 10:16 40:7  
 40:22 42:17  
**companies** 38:20  
**company** 39:11  
**compared** 17:5 18:9  
 20:9 28:21 29:14  
**compares** 18:5  
**competitiveness** 17:20  
**completed** 26:11  
**completely** 44:2  
**completion** 16:3,6  
 18:15  
**compliance** 24:15,21  
**component** 37:4  
**concern** 37:14  
**concerned** 38:3 42:17  
**concerns** 37:9 40:8  
 41:7 42:19  
**conclude** 6:4 53:9  
**concludes** 32:4  
**concurrently** 23:13  
**conditions** 3:3 7:14  
 13:6 15:11 17:22  
**conducted** 29:11 43:1  
**consider** 26:7,7 43:15  
**considerations** 17:16  
**considered** 27:12,16,21  
**considering** 30:8  
**consistent** 21:2 42:22  
**consists** 26:19  
**consolidate** 38:5

**constant** 17:9  
**constraints** 19:15,17  
 19:21  
**construction** 12:1 22:1  
 22:4,5,10,21 23:2,6,9  
 23:12 28:2,14,15,17  
 28:18 29:4,12 30:6,9  
 30:10,12,17 31:1  
**consultant** 7:9 26:16  
**Contact** 1:19,21,22  
 4:17 53:7  
**container** 14:7,12,19  
 15:1 17:1 19:13 37:19  
 43:12  
**containers** 19:16 38:4  
**CONTENTS** 3:1  
**context** 40:14 42:13  
**continue** 19:4 20:2  
 39:14  
**continued** 16:19 17:10  
**continuing** 37:2  
**contrast** 15:5  
**convened** 1:8  
**coordination** 25:5  
**copy** 48:16 49:16 50:20  
 52:2  
**corner** 21:21  
**Corps** 1:15 10:22 11:9  
 11:12 12:5,12 24:18  
 25:1  
**Council** 44:16  
**course** 42:9  
**court** 6:20 53:8  
**covers** 13:8  
**COVID-19** 16:17  
**create** 33:18 44:20  
**creating** 6:21 37:11  
**creation** 24:4  
**criteria** 8:21 20:7 28:22  
**critical** 39:15  
**cubic** 23:18 41:4  
**cul-** 13:21  
**cultural** 28:5,6  
**curious** 44:18  
**current** 15:10 16:4  
**currently** 31:1

---

**D**


---

**dashed** 13:18 18:10  
 21:12  
**daylight** 15:11  
**days** 26:3  
**daytime** 31:2  
**de-sac** 13:22  
**December** 25:22 33:5  
 53:1  
**decision** 25:7  
**decrease** 17:10 20:12

**decreases** 18:12,13  
**deep** 13:19  
**deepening** 14:18 16:4,7  
 18:16  
**delay** 15:14  
**deliver** 10:2  
**delivers** 10:15  
**delivery** 12:11 33:6  
 53:3  
**demand** 19:11 20:13  
**demolished** 21:11  
**demolition** 28:19 30:22  
**demonstrate** 43:3  
**demonstrates** 12:3  
**denotes** 13:18  
**depart** 15:21  
**departing** 15:15  
**depicts** 16:1 17:6  
**deployed** 38:6  
**depth** 21:2,3 22:12  
**describe** 7:14 20:16  
 27:1  
**described** 35:12  
**description** 26:22  
**detailed** 26:22  
**determined** 30:5  
**dial** 34:4,18  
**dialing** 49:4 51:12  
**dictated** 37:20  
**diesel** 9:1 31:16 39:8  
**difference** 19:7  
**different** 30:9  
**digits** 34:9,10  
**direct** 30:18  
**directly** 30:20 36:2  
**Director** 1:13 8:11  
**dirty** 43:7  
**discussed** 41:8 44:3,22  
**disposal** 23:1  
**disposed** 23:21 37:18  
**District** 1:15 11:12  
**diverting** 43:3  
**division** 10:8 32:22  
 52:13  
**divisions** 13:9  
**docking** 15:18  
**documentation** 24:15  
**doing** 38:10 42:6  
**dollars** 39:6  
**domestic** 18:9  
**dots** 5:17  
**double** 40:4  
**downward** 16:19  
**DPM** 9:1  
**draft** 1:4 3:7,8 4:7 7:2,6  
 7:7 8:2,4,16 25:2,15  
 25:16,18 26:17,19  
 27:7 28:1 31:7,11

32:4,7,11 37:14 52:6  
**dredged** 22:22 23:19  
 37:17  
**dredges** 12:3 31:13,15  
 31:16  
**dredging** 12:1 21:6,22  
 22:15,18 23:15 30:18  
 30:19 31:3 37:15 41:4  
**driving** 31:3  
**due** 9:4 15:8 30:2  
**duration** 23:2,7  
**dust** 28:19 29:6

---

**E**


---

**E-R-A** 40:4  
**earlier** 33:21 35:12  
**earth** 28:19  
**earthquakes** 45:5  
**east** 15:19 30:20  
**echo** 11:12  
**eclectic** 37:16  
**economic** 16:7 17:15  
 18:5 37:5  
**economies** 43:11  
**economy** 38:17  
**effectively** 44:3  
**effects** 17:15 25:8 27:2  
**efficiencies** 17:19  
**efficiently** 10:5,11  
**effortlessly** 39:11  
**efforts** 11:18 12:12 24:6  
**eight** 23:15 26:19  
**EIR** 3:7,8 7:7 8:2,4  
 25:15,16,18 26:9,11  
 26:17,19 27:7 28:1  
 31:7,11 32:5,7,11  
 35:15 37:14 42:9 44:3  
 52:6  
**either** 23:18 45:7  
**electric** 21:22 22:18  
 31:13,14 38:21 40:11  
**electrical** 21:20 22:18  
**electrification** 40:12  
**electrified** 11:22,22  
 12:3  
**eliminating** 39:8  
**email** 33:2,19 52:7  
**emergency** 15:22  
**emission** 9:11,20  
**emissions** 8:22 9:1,3  
 10:6 11:19 12:4 17:21  
 20:7 22:1 28:8,14,21  
 29:8,16,21 30:2,3  
 38:11,11,20 39:7  
 42:20 43:5,12  
**emphasize** 9:10  
**enable** 25:5  
**encourage** 25:6

**energy** 28:7  
**Engagement** 1:9,11  
**engine** 37:5  
**engineer** 1:17 20:16  
**Engineers** 1:15 10:22  
 11:9 24:19  
**engines** 29:5  
**English** 5:10,11,14,18  
 5:20 6:1  
**entering** 13:22 14:7  
**environment** 38:16  
**environmental** 1:4,14  
 3:5,7 4:7 7:3,7,18,19  
 8:17 11:15 17:15 24:8  
 24:13,14,20,21 25:3  
 26:15 27:1,6,8 28:12  
 32:21 37:9 39:10 40:7  
 41:9 42:13,17 44:18  
 45:11 52:12  
**environmentally** 38:8  
 43:10  
**equipment** 9:5 19:16  
 22:6 28:15,17 29:4  
 30:7 37:15  
**equivalent** 14:21  
**Erika** 1:15 10:21 11:8  
 12:22  
**especially** 40:17,18  
 43:14  
**essential** 18:2 37:4  
**establishment** 24:2,4  
**estate** 13:11  
**estimated** 23:6,10,20  
 30:12  
**estuary** 45:7  
**evaluated** 30:8 31:7,11  
**evening** 13:1  
**eventually** 40:15  
**everybody** 8:8  
**excavated** 23:18  
**excavation** 21:6  
**exceed** 27:12 29:9,15  
 31:3  
**exceedances** 29:17  
 30:13  
**excuse** 11:22  
**executive** 26:19  
**exemplified** 9:13  
**existing** 12:8 13:6  
 14:19 15:3,7 17:13  
 21:3 29:18  
**exiting** 14:1  
**expected** 19:4,17 20:1  
 23:15 27:11 30:7  
**explain** 4:14  
**explanation** 41:3,11  
**extend** 8:12  
**extended** 25:21

**exterior** 30:14

---

**F**

---

**F** 27:4  
**facilitate** 21:22  
**facilitating** 7:10 38:1  
**fact** 18:14 38:5 39:3  
 40:18 43:18  
**factors** 18:5  
**fails** 36:5  
**fallen** 40:11  
**Fanny** 1:17 20:16,17  
 24:11  
**fantastic** 11:6  
**far** 8:19 16:22 37:6,19  
 38:2  
**faster** 38:15  
**feasibility** 25:2  
**feasible** 27:14,20  
**feature** 35:10 45:16,22  
 46:11,12 47:4,10,20  
 48:13 50:1,16  
**federal** 13:18  
**feet** 14:20 15:17 20:21  
 21:1,2 22:12,13 30:17  
**final** 26:9,11 29:5 35:15  
 44:3  
**Finally** 8:4  
**find** 5:16  
**findings** 3:7 26:17 32:5  
**firm** 10:14  
**first** 7:13 25:10 31:18  
 36:11  
**five** 13:14 17:18  
**flexibility** 17:20  
**focus** 13:15  
**folks** 42:17 44:9 46:14  
**follow** 25:10 36:5  
**followed** 7:20  
**following** 16:6 26:5  
 46:16 48:17 50:21  
**foot** 18:16  
**forecasted** 20:13  
**Foreign** 5:2,6  
**form** 32:17 52:8  
**format** 52:21  
**forms** 40:8  
**forward** 10:16,20 12:18  
 41:15 43:22 44:1,2  
**found** 28:1 29:15 52:8  
**four** 23:3  
**Francisco** 1:15 11:12  
**frequency** 18:3 19:2  
**friendly** 43:10  
**fronts** 11:19  
**fueling** 43:16  
**fund** 9:20 12:2  
**funds** 9:18

**further** 11:20 22:9  
**future** 10:3 18:17 19:5,7  
 19:12,18 20:4,9 31:10  
 33:20 37:5

---

**G**

---

**gas** 28:7 43:5  
**GDP** 18:10,11,12  
**generally** 30:20  
**generation** 14:21 28:19  
**generators** 39:9  
**generic** 42:18  
**geology** 28:7  
**getting** 39:6  
**give** 5:4 36:8,12 44:8  
**given** 6:8 19:14 40:18  
**global** 10:12  
**go** 5:11 6:13 7:12 23:22  
 36:18,20 40:1 41:22  
 44:12 45:15 46:10  
 47:3,19 48:9 49:1,22  
 50:12 51:9  
**goal** 8:14 10:10 11:20  
 39:6,15  
**goals** 38:13 40:12  
**going** 41:4 43:7 49:12  
 51:20  
**good** 4:5 8:8 13:1 42:1  
**government** 25:6  
**Gracia** 1:19 4:13,16  
 6:12  
**grant** 9:18,19  
**graph** 16:13 18:5 20:6  
**gray** 17:6  
**Great** 16:8  
**greater** 15:8 17:1  
**green** 9:7 13:11 19:1  
**greenhouse** 28:7 43:5  
**gross** 18:9  
**ground** 39:18  
**grouped** 16:13  
**growth** 18:15  
**guidelines** 31:7 36:6

---

**H**

---

**H-E-R-R-E-R-A** 44:14  
**habitat** 24:4  
**half** 17:1  
**hand** 8:6 10:21 34:2,5  
 45:16,16 46:10,11  
 47:4,4,20,20 48:9  
 49:1,6 50:1,1,12 51:9  
 51:13  
**handled** 17:7 18:6,9  
 19:14  
**hands** 34:7 36:9 44:7  
 46:4,20 47:14 48:3  
 49:7 50:6 51:2,15

**harbor** 1:3 4:6 7:4  
 13:19 14:3,7 15:17  
 20:20,22 21:4 22:9,11  
 23:14 31:12,14  
**harm** 41:13  
**hashed** 21:5  
**hatch** 22:3,15  
**Hate** 36:2  
**hazardous** 22:22 28:8  
**hazards** 28:8  
**headquartered** 42:4  
**health** 10:12 29:10,11  
 29:14  
**hear** 5:20 11:4 36:19  
 41:10  
**heard** 42:16  
**hearing** 41:16  
**held** 32:15  
**Hello** 4:15,16  
**helm** 10:7  
**help** 12:9 38:13  
**Herrera** 1:19 44:11,13  
 44:14  
**Hi** 5:6 42:1 44:13  
**highest** 10:12 40:19,20  
**highlighted** 41:14  
**holiday** 19:22  
**honored** 10:7  
**host** 4:17  
**hours** 15:11  
**house** 52:20  
**Howard** 21:22 23:9  
 29:20 31:5  
**hurts** 40:21  
**hydrology** 28:9

---

**I**

---

**icon** 5:12 45:22 47:10  
**identified** 17:18 35:3  
**identifies** 27:7  
**identify** 25:7 34:8  
**image** 16:1  
**Imagine** 18:17  
**impact** 1:4 3:7 4:7 7:3,7  
 8:17 15:20 27:15,19  
 28:4,11 29:14 31:19  
 45:4,6  
**impacted** 27:9 30:16  
**impacts** 7:20 27:11,16  
 27:21 28:3,11 29:11  
 29:22 30:4,6 32:2  
 41:9 44:18 45:1,11  
**implementation** 27:2,9  
 29:7,22  
**important** 5:19 35:19  
 38:12  
**improvements** 18:6  
 43:17



**improving** 17:20,22  
**in-person** 32:14 52:17  
 52:20  
**include** 15:9 17:18 24:4  
**included** 26:9  
**includes** 11:22 13:9,13  
 13:19  
**including** 8:22 19:15  
 28:6,16 31:9 42:6,18  
**incorporated** 25:14  
**increase** 18:3 43:5  
**increased** 19:1 40:22  
 42:19  
**increases** 18:11,12  
**increasing** 40:9,16  
**indicate** 30:13  
**indirectly** 36:3  
**individual** 44:17  
**individuals** 7:11  
**industrial** 13:14  
**industry** 9:8 38:22  
**inefficiencies** 17:14  
**information** 8:15 33:22  
**informed** 25:6  
**infrastructure** 12:14  
 18:2 21:20 22:18  
**initially** 25:19  
**inner** 14:3,7 15:17  
 20:19,22 21:4 22:9  
 31:12  
**innovative** 11:18  
**innovator** 10:11  
**input** 11:15 12:18 25:14  
**installed** 21:18,21  
 22:19  
**instructions** 4:21 5:4  
 6:5,14 7:20  
**integrated** 25:2  
**interference** 7:9  
**International** 1:19,21  
 1:22 4:17 53:7  
**interpretation** 4:12,14  
**interpreter** 6:7  
**interpreters** 4:20 6:2  
 53:7  
**interpretive** 5:20  
**introduce** 4:13 20:15  
 24:7  
**invested** 39:5  
**involves** 20:19  
**island** 45:2,4  
**issues** 44:22

---

**J**


---

**Jacob** 1:20 41:20 42:1  
 42:2  
**joining** 4:4 11:13  
**July** 23:4

**Justin** 1:16 12:20 13:2  
 20:18

---

**K**


---

**keep** 6:2,3 38:14 40:6  
**Kelly** 1:12 26:14 32:9  
**Khamly** 1:14 24:7 26:18  
 32:20 52:11  
**know** 40:10 45:5,8,10  
**known** 21:17

---

**L**


---

**L.A** 43:20  
**land** 19:16 21:5,15  
 22:16 28:16 45:11  
**landfill** 23:1,21  
**Landing** 30:15  
**language** 4:11,17,22  
 5:2,6 6:5 35:21 36:3  
**languages** 4:22  
**large** 19:3  
**larger** 38:7  
**lastly** 33:2  
**Laura** 1:9,11 4:15,19  
 6:6 7:8 8:9 32:5  
**lead** 20:16 24:12 26:2  
 26:15 40:15  
**leader** 10:11  
**learn** 11:14  
**leave** 8:14  
**length** 14:15,20 15:8  
**lessen** 31:18 32:1  
**let's** 10:19 18:18  
**level** 12:10 24:5 27:15  
 40:20  
**levels** 30:11,12  
**limit** 33:15  
**limitations** 17:11  
**limited** 19:15  
**limiting** 15:11  
**limits** 13:18 30:14  
**line** 13:18 16:3 18:8,10  
 30:18  
**lines** 21:12  
**listed** 7:10 23:7  
**live** 40:21  
**local** 18:9 28:21 29:9,15  
 30:1,4 31:4  
**located** 21:10 30:17,20  
**location** 21:19 23:7  
**locations** 22:8 29:18,19  
**long** 17:4 20:21 43:20  
**longer** 15:5,16 16:11,15  
 16:20 18:3,22  
**look** 10:16 12:18 18:18  
 44:2,6 45:14  
**looking** 41:15 43:15,22  
**lose** 38:22

**lot** 10:19 41:7  
**lower** 5:13 43:13

---

**M**


---

**M** 36:22  
**M-A-N-D** 40:4  
**mail** 32:20 33:6,20  
 52:11 53:2  
**mailed** 33:7 53:3  
**mailing** 53:2  
**main** 19:7  
**maintaining** 17:19  
**making** 25:7 35:21  
**manage** 19:21  
**management** 20:2  
**manager** 11:9 13:3  
**mandates** 38:18  
**Mandeera** 2:1 39:21  
 40:3  
**maneuver** 14:15  
**maneuvering** 18:1  
**MARCI** 1:22  
**marine** 19:20 20:1 38:9  
 42:5  
**maritime** 1:13,16 8:11  
 9:7,8 10:8 13:12,13  
**marketplace** 37:20  
**marks** 16:3  
**massive** 38:3  
**material** 12:6 22:7  
 23:18,21,22 41:4  
**materials** 22:22 28:8  
**matter** 9:1 45:9 53:11  
**mean** 20:5  
**measure** 29:2,3,8,22  
**measures** 27:14,18,20  
 29:6  
**meet** 20:12 31:20 39:12  
**meeting** 1:3,8 4:6,20  
 5:21 6:15,19,22 7:2,5  
 7:10,12,22 8:1,3,5,15  
 13:16 32:12,14 33:20  
 46:17 48:10,16,17  
 49:14,16 50:13,20,21  
 51:21 52:1,16,17 53:9  
**meetings** 52:19,20  
**mentioned** 4:19 11:17  
 33:21  
**Merchant** 1:20 42:2  
**message** 33:16,18  
 46:13 47:22 48:1,12  
 49:2 50:3,4,15 51:10  
**met** 32:2  
**Mike** 1:20 41:20 42:1  
**miles** 13:8,14  
**million** 23:17 41:3  
**millions** 39:5  
**mind** 6:3 38:14

**minimize** 25:7  
**minimizing** 12:4  
**minimum** 26:3  
**minute** 35:4  
**minutes** 14:17 35:2  
 46:6 47:16 48:5 49:8  
 50:7 51:4,16  
**missed** 49:15 51:22  
**mitigate** 41:9  
**mitigation** 27:14,17,18  
 27:20 28:5 29:2,3,8  
 29:22 41:12  
**modernizing** 18:1  
**moment** 36:8,12,16  
 44:7,8 45:20 46:4,21  
 47:8,14 48:3 50:6  
 51:3  
**moments** 46:22  
**Monday** 25:22 33:4  
**month** 9:6  
**months** 23:3,10,11,16  
**morning** 4:4,5 8:8 42:1  
**move** 9:9 10:2,20 19:16  
**moving** 28:19 44:1  
**multi-** 6:4  
**multiple** 16:12 32:10

---

**N**


---

**name** 7:8 8:10 13:2  
 34:10,19 35:1 36:14  
 39:22 40:3 41:21  
 44:12,13  
**National** 24:21  
**natural** 45:6  
**navigation** 13:20  
**near** 37:6  
**near-zero** 38:11  
**nearby** 30:11  
**need** 5:12 39:8  
**needed** 37:15  
**needs** 41:8  
**neighbors** 9:15  
**NEPA** 24:22 25:3  
**new** 21:12,13,16 33:18  
 37:11 39:1 43:15  
**newer** 38:7 43:7  
**nighttime** 30:14 31:3  
**nitrous** 9:2 29:1  
**noise** 28:4 30:6,11,11  
 30:12 31:2  
**non-** 22:21  
**NOP** 25:11  
**normal** 14:14  
**northern** 21:7  
**notable** 8:21  
**Notably** 23:12  
**note** 52:19  
**notice** 14:9 25:11 34:14

**notification** 26:10  
**November** 1:6 23:5  
 25:20,20 32:15 52:18  
**NOx** 9:2 29:1,8,21 30:2  
**number** 15:12 16:18,20  
 17:9 19:8,13 34:9,11  
 37:22

### O

**Oakland** 1:1,3,13,14,16  
 1:17,21 4:6 7:4 8:20  
 13:8,19 17:2 21:7,13  
 32:21,22 36:22 37:2  
 38:16 39:16 40:10,19  
 40:22 42:4,7,14 43:19  
 44:19 45:9 52:12,13  
**Oakland's** 8:11 37:5  
**objectives** 17:18 31:21  
 32:3  
**occur** 21:6 23:13 30:14  
**ocean** 42:6  
**October** 25:17  
**offensive** 36:3  
**oh** 6:8,10  
**Okay** 4:3 6:13 11:6  
 36:11,17 44:6,10 46:8  
 48:21 49:11 51:19  
**older** 38:6  
**once** 7:1 34:10,18 35:3  
**online** 32:17,17 33:19  
 34:14 52:8  
**open** 8:1 52:20  
**opening** 3:2 7:13 8:7,9  
**operations** 20:8  
**operators** 19:20 20:1  
 42:6  
**opportunity** 35:7 42:10  
**optimizing** 17:19  
**option** 5:16  
**orange** 18:10 22:3  
**order** 34:7 48:11 50:14  
**organization** 34:22  
 35:1  
**outcome** 37:3  
**outer** 20:20 22:11 23:14  
 31:14  
**Outreach** 1:9,11  
**overall** 39:4 42:13  
**overview** 3:4 7:15 13:5  
 24:9 26:16  
**oxide** 9:2 29:1

### P

**P-E-N-C-E-R** 44:15  
**P-R-O-C-E-E-D-I-N-G-S**  
 4:1  
**p.m** 33:4 53:1,12  
**Pacific** 1:9,20 33:4 42:2

53:1  
**pandemic** 16:17  
**part** 5:13,21 7:8 12:13  
 35:13,18,22 49:15  
 51:22  
**partial** 30:21  
**partially** 21:11  
**participants** 4:22 5:10  
 34:7  
**participate** 8:16 52:15  
**participating** 7:1 49:13  
 51:21 53:5  
**participation** 25:5  
**particular** 26:21  
**particulate** 9:1  
**partners** 10:17 39:15  
**partnership** 12:17  
**pass** 6:6  
**path** 10:6  
**pause** 11:2 36:10 45:18  
 46:2,5,7 47:1,6,12,15  
 47:17 48:4,6,20 49:10  
 49:20 50:7,9 51:3,6  
 51:18  
**peak** 19:22  
**people** 29:12 34:6  
 40:21  
**per-** 43:6  
**percent** 8:22 9:2 23:20  
 23:22 38:22  
**percentage** 20:6  
**period** 10:9 16:2 18:7  
 25:13,18,22 26:1,6  
**permitted** 35:8  
**person** 35:8  
**phone** 5:15 34:4,8,9,11  
 34:17,18 49:4 51:12  
**pile-** 31:2  
**pilot** 15:12  
**place** 29:17  
**placed** 17:12  
**planned** 29:18  
**planner/scientist** 1:14  
 24:9  
**planning** 9:19 32:21  
 52:13  
**played** 14:5  
**please** 5:4,5,11 6:3 9:17  
 33:6,15 34:19,22  
 35:10 36:13,20 39:22  
 41:20,22 44:11 45:15  
 46:10 47:3,19 48:9  
 49:1,22 50:12 51:9  
 53:2  
**plug** 43:19  
**plugging** 39:7  
**PM2.5** 29:16 30:3  
**pointed** 15:19

**Policy** 24:21  
**pollutant** 8:21 20:7  
**pollutants** 28:22  
**pollution** 37:11 39:4  
 40:9,16  
**port** 1:1,13,14,14,16,17  
 1:17 8:11,19 9:6,14  
 9:18,20 10:1,5,10  
 11:17 12:5,12,16,21  
 13:6,8 15:2 16:8 17:4  
 17:4,17 19:4 20:16  
 24:8,12 25:10,12,13  
 25:16,19,21 26:13  
 32:20 37:1 38:8,10,12  
 39:16 40:10 41:3,12  
 42:7,14 52:12  
**Port's** 9:11 12:2 13:3  
 17:20 26:15 41:11,17  
**ports** 39:9,18 40:12,16  
**portside** 15:19  
**position** 10:10  
**positive** 37:3  
**Post-Panamax** 14:21  
**posted** 46:16 48:16  
 49:17 50:20 52:3  
**potentially** 27:13 30:16  
**Powell** 1:15 10:22 11:3  
 11:6,8  
**power** 9:5 15:21 17:21  
 39:8  
**PowerPoint** 46:15  
 48:15 49:17 50:19  
 52:2  
**PPX1** 14:22 15:2,5  
**PPX2** 15:6  
**PPX3** 15:6  
**PPX4** 15:6  
**practices** 9:8 20:2  
**preliminary** 22:4  
**preparation** 25:11  
**prepare** 24:14 26:8  
**preparing** 25:15  
**prescriptive** 25:9  
**present** 1:11,18 32:6  
**presentation** 4:9 6:22  
 33:22 41:6,7,14,18  
 42:15 46:15 48:15  
 49:15,17 50:19 52:1,2  
 52:18,21  
**presents** 26:21  
**President** 1:12  
**presiding** 1:10  
**pretty** 43:9  
**previous** 42:18  
**previously** 21:17  
**primary** 7:5 8:3  
**prior** 16:17 22:10 26:12  
 52:21

**proactively** 11:18  
**process** 3:6 7:18 8:17  
 11:16 24:10,20 25:4,9  
**product** 18:9  
**profile** 43:12  
**Programs** 32:21 52:12  
**project** 1:3 3:3,4 7:4,15  
 7:16 8:16 10:17 11:8  
 11:14,21 12:1,11,13  
 13:3,4,7,16 14:18  
 16:4,7 17:18 18:16,18  
 18:20 19:6,10,12,19  
 20:4,8,9,14,17,19  
 22:2 24:16,17 25:8  
 26:22 27:3,10 28:10  
 29:13 30:8 31:8,9,10  
 31:19,21 32:1,1,2  
 35:14 36:1 37:10,21  
 38:12 39:17 41:16  
 42:10 44:1 46:16,17  
 48:17 49:18 50:21  
 52:3,8  
**project's** 7:19 28:2  
**projected** 18:3  
**projects** 1:16 9:13,20  
 10:1,18  
**promote** 25:5  
**properly** 11:7  
**propose** 12:6  
**proposed** 3:3,4 7:3,15  
 7:16,19 8:15 10:17  
 11:14,21 13:3,7,15  
 18:18 19:5 20:4,8,13  
 20:17,19 21:20 22:1,4  
 22:17 24:16 26:22  
 27:3,10 28:1,10 29:12  
 29:19 30:7 31:5,8  
 32:1  
**proposing** 12:12  
**protect** 21:18  
**proud** 12:11  
**provide** 5:22 7:15,21  
 11:15 12:13 13:5 22:6  
 24:9 26:16 27:4 32:6  
 32:10,11,13 33:9,21  
 34:1 35:3,5 52:6  
**providing** 4:21 12:18  
 43:2  
**public** 3:9 7:2,6 8:2,4  
 25:5,18,19,21 26:1,3  
 26:5,10,12 32:7 33:20  
 35:14,18,22 49:14  
 51:21 52:16,19  
**published** 25:12,16  
**pull** 14:12  
**purple** 21:5 22:15  
**purpose** 3:3 7:5,14 8:3  
 13:7 25:4

**push** 14:11  
**put** 48:12 49:2 50:15  
 51:10  
**putting** 38:19 41:17  
 46:18

---

**Q**

---

**quality** 3:5 7:18 24:13  
 28:3,9 29:3 30:4  
**questions** 12:19 31:18  
 35:17  
**queue** 45:20 47:8

---

**R**

---

**R-A-N-S-O** 36:21  
**Radius** 21:16  
**raise** 34:2,5 45:16  
 46:10,11 47:3,19,20  
 48:9 49:1,5,22 50:1  
 50:12 51:9,13  
**raised** 34:7 36:9 37:10  
 44:7 45:16 46:3,20  
 47:4,13 48:3 49:7  
 50:5 51:2,15  
**Ransom** 1:21 36:12,17  
 36:19,21,21 42:12  
**rate** 18:15  
**rates** 40:19  
**re-ensure** 53:3  
**reach** 27:11  
**real** 13:11  
**realistic** 37:13  
**realized** 11:20  
**really** 37:13  
**reasonable** 31:8  
**receive** 7:6 8:3 34:13  
**received** 9:6 25:14 26:7  
 33:4,7 52:22 53:4  
**receptors** 30:11  
**Recession** 16:8  
**record** 34:20 35:14,18  
 35:22 40:1 41:21  
 53:12  
**recorded** 6:20  
**recording** 46:14 48:16  
 49:16 50:20 52:1  
**recovery** 16:7  
**recycling** 21:16 24:1  
**red** 13:10 21:12  
**reduce** 17:21 22:1  
 27:15,19 29:6 41:13  
**reduction** 8:22 9:2 16:8  
 16:10 20:7  
**reductions** 8:21 9:4,21  
 20:11  
**refined** 22:10  
**reflects** 25:22  
**regard** 10:12

**regarding** 37:8  
**regards** 45:1,4  
**region** 40:20  
**regulations** 38:19  
 39:13  
**rehandling** 22:21  
**reinforce** 42:11  
**related** 28:3,14 30:10  
**relationships** 44:1  
**relatively** 17:8 45:2  
**released** 25:1  
**remain** 19:18  
**remained** 17:8  
**remaining** 28:12 52:16  
**remarks** 3:2 7:13 8:7  
**remind** 35:19 46:14  
 52:5  
**reminder** 6:1 36:13  
 39:22 45:21 46:9 47:9  
 48:8,14,22 49:5,14  
 50:11,18 51:7,12,22  
**removal** 22:16  
**removed** 12:6  
**replacing** 16:12  
**report** 1:4 3:7 4:8 7:3,7  
 8:13,17 25:2  
**reporter** 6:20 53:8  
**represent** 21:12 22:3  
 36:15 42:5  
**representing** 34:21  
**represents** 18:8 31:10  
**repurposed** 37:18  
**requested** 25:19  
**require** 19:10 22:16,22  
**required** 15:12 20:12  
 24:14 31:6  
**requirements** 39:12  
**requires** 24:18  
**resident** 29:18,19  
**residential** 30:15,22  
 31:4  
**resilient** 12:10  
**resource** 27:6,8 28:12  
**resources** 28:5,6,6  
**respect** 28:12 42:12  
**respectful** 35:20  
**responded** 35:15  
**response** 35:16 44:4  
**responses** 26:8  
**restoration** 12:7,9  
**restricted** 15:18 16:20  
**restrictions** 15:4,7,9,14  
 16:15,16 17:2,12  
**result** 17:13 20:11 27:2  
 28:15  
**resulted** 16:4  
**results** 29:14  
**reuse** 12:6 24:1,2,3

**revenue** 13:9  
**review** 7:17 11:16 24:20  
 25:18,21 26:1,3,6,6  
 26:15  
**revised** 25:1  
**right** 16:22 49:7,12  
 51:15,20  
**rise** 12:10 24:6  
**risk** 29:10,16  
**risks** 30:3 40:22  
**run** 38:21

---

**S**

---

**S**- 44:14  
**safely** 10:5  
**safer** 38:15  
**safety** 10:13 17:15 18:1  
**San** 1:15 11:12  
**saw** 16:8  
**scale** 43:12  
**scenario** 18:21 19:10  
**scenarios** 19:8  
**scheduled** 52:17  
**scheduling** 15:9  
**Schnitzer** 21:17  
**science** 42:22  
**scoping** 25:13,15  
**screen** 5:13,17 6:18  
 33:13 34:3 45:17 46:1  
 46:11 47:5,11,21  
 48:14 49:4 50:2,17  
 51:11  
**sea** 12:10 24:5  
**seaport** 3:3 7:14 8:20  
 9:12,14 10:6 11:19  
 13:6,17 19:1,9,14  
 24:10  
**season** 19:22  
**second** 9:10 31:20  
 32:14 52:16  
**sectors** 41:13  
**see** 9:15 14:6,13 36:8  
 41:2 44:7,8 45:19  
 46:20 47:7 49:7 51:15  
**seeing** 43:22 51:2  
**seen** 8:21 17:4  
**select** 5:1,14,17 27:5  
**send** 32:19 33:18 47:22  
 50:3 52:6,11  
**Senior** 1:9,11,16  
**sensitive** 30:11  
**separate** 21:15 24:20  
 44:15  
**September** 17:3  
**serve** 21:14 44:16  
**service** 19:11  
**services** 4:12,14  
**servicing** 10:11

**session** 3:9 32:8  
**shaded** 17:6  
**share** 14:2  
**sharing** 8:18  
**ship** 14:7,10,12  
**Shipping** 1:20 42:2  
**ships** 10:4 37:22,22  
 38:2,6,7,15  
**shore** 9:5 15:21 17:21  
 39:8  
**shoreline** 21:19  
**short** 40:6  
**short-term** 40:17  
**shorter** 15:3 16:12,14  
 16:18 17:5  
**shown** 9:17 16:22  
 18:10,20 22:15 25:10  
**shows** 15:1 20:6  
**side** 21:7,8,11,14  
**sight** 30:19  
**significance** 27:8  
**significant** 25:8 27:13  
 27:17,21 28:2,4,11  
 30:5 31:19 32:2  
**similar** 13:21 29:21  
**site** 23:11  
**sites** 12:8  
**six** 26:20  
**size** 16:5 43:8  
**slated** 30:21  
**slide** 9:9,16,17 23:8  
 31:6  
**slides** 46:15 48:15  
 50:19  
**slowly** 6:2  
**small** 45:2  
**smaller** 38:6  
**smart** 5:15  
**soil** 37:17  
**soils** 28:7  
**solutions** 12:14  
**Sorry** 11:6  
**southeast** 21:21  
**southern** 21:8  
**space** 22:6  
**Spanish** 4:11,19 6:7  
**speak** 4:22 6:2 34:18  
 35:7  
**speaker** 35:2,6 36:11  
 39:21 41:20 42:18  
 44:10  
**speakers** 6:1  
**speaking** 7:11 36:6,14  
 44:17  
**special** 24:5  
**Specialist** 1:10,12  
**species** 24:5  
**specific** 15:10 22:8

41:11  
**specifically** 11:21  
**sped** 14:14  
**speech** 36:2  
**speed** 14:15  
**spell** 34:19 36:14 39:22  
 41:21 44:11  
**Spencer** 1:19 44:11,13  
 44:14  
**spoken** 5:2,7  
**SSA** 1:21 36:22 39:5  
**stability** 21:18  
**staff** 34:11 42:14  
**staging** 22:4,8,21  
**star-9** 51:13  
**start** 4:21 8:18 23:4  
 35:4  
**state** 33:10 34:19,22  
 36:13 39:22 41:21  
 44:11  
**states** 37:14  
**status** 24:5  
**Steel** 21:17  
**steps** 25:10 26:5  
**stop** 36:6  
**storage** 22:7  
**stored** 41:5  
**street** 13:22 32:22  
 52:13  
**strong** 12:4  
**structure** 21:14  
**study** 11:10 43:1  
**subject** 24:19  
**submit** 3:8 9:19 32:16  
 33:11 35:10,11  
**submitting** 40:5  
**suggest** 45:4  
**suitable** 12:6  
**summary** 7:19 26:19  
 32:4  
**supplying** 42:8  
**support** 14:11 42:10,13  
**supporting** 24:5 27:5  
**supports** 37:5  
**sure** 4:10 33:7 44:21  
**surface** 45:8  
**surges** 19:21  
**Susan** 1:21 36:12,21  
 42:12 43:18  
**sustainable** 9:8 12:14

---

**T**


---

**T-R-I-S-H** 44:14  
**table** 15:1  
**take** 23:10,15 29:17  
 41:12 42:9 44:6 45:14  
 46:4 47:14 48:3 50:6  
 51:3

**talk** 34:16  
**TANG** 1:21 5:6 6:7,10  
**Taschek** 1:16 12:21,22  
 13:2 14:6  
**team** 7:9 12:11 26:16  
 39:10 41:17  
**technical** 27:5  
**tenants** 9:14  
**terminal** 1:21 19:20  
 20:1 21:22 23:9 29:20  
 31:5 36:22 42:5  
**terminals** 38:9  
**thank** 4:3,15 5:8,9 6:5,6  
 6:11 7:1 8:9,12 11:1,3  
 12:16,17,22 20:18  
 24:11 26:18 32:9 37:1  
 39:19,20 40:2 41:16  
 41:19 44:4,5 45:13  
 46:6,22 47:16 48:5  
 49:9,13 50:7 51:4,17  
 51:20 53:5,6,10  
**thanks** 11:13 41:18  
 45:12  
**things** 6:6 49:12 51:20  
**think** 40:7 42:16,21  
 43:9 49:11 51:19  
**threats** 36:2  
**three** 5:16 13:9 31:11  
 34:9,10 44:15  
**threshold** 27:16,19  
 29:16  
**thresholds** 27:7,12  
 28:22 29:1,9,15 30:1  
 30:4 31:4  
**tide** 15:10  
**Tier** 29:5  
**time** 1:9 8:12 11:1 17:8  
 19:14 33:4,6,8 34:13  
 35:8 39:17 53:1,3,4  
**times** 14:14  
**today** 4:18 7:11 8:13  
 11:1 15:2 16:22 19:4  
 32:12 49:14,15 51:21  
 52:1 53:6,8  
**today's** 8:3 46:17  
**tolerated** 36:4  
**tongue** 5:1  
**toolbar** 33:13 34:3  
 47:21 50:2  
**topic** 7:13 27:9  
**topics** 27:6 28:13  
**total** 16:1,9,10,18,19  
 17:6 18:6,8 19:8,13  
 20:12 23:6,17  
**trade** 10:12 19:11 20:13  
**traffic** 37:12,19 39:3  
 43:4  
**transcript** 6:21

**transformative** 10:8  
**transit** 17:2,11,19  
**transiting** 17:12  
**transits** 15:10,11  
**transportation** 17:13  
 28:9  
**treated** 35:17  
**trend** 16:19  
**trended** 16:20  
**tribal** 28:6  
**trips** 28:18  
**Trish** 1:19 44:10,14  
**truck** 37:12,19 38:22  
**trucking** 38:20  
**trucks** 38:21 39:2 40:15  
**trying** 41:12  
**Tuesday** 1:6 25:17  
 52:18  
**tugs** 15:13  
**turn** 12:20 14:1 17:14  
 38:15  
**turning** 1:3 4:6 7:4 9:22  
 10:4,15 12:7 13:20,21  
 14:3,3,8,10,12,15,19  
 15:4,7,17 16:5 17:13  
 18:21 20:20,22 21:3,7  
 21:9 22:11 23:14  
 24:17 31:12,14,15  
 37:3,8,10,15,21 38:12  
 38:14  
**turningbasins@port...**  
 33:3  
**turningbasins@port...**  
 52:7  
**turns** 14:10  
**two** 16:14 21:10 23:3  
 31:17 35:2,4  
**type** 46:13 48:1 50:4  
**types** 30:9 37:22 43:16  
**typing** 33:14

---

**U**


---

**U.S** 1:15 10:22 11:9,11  
 24:18 32:20 33:19  
 42:5 43:4  
**unable** 15:17  
**unavoidable** 27:22 28:3  
 30:5  
**undertake** 12:13  
**undertaken** 9:15  
**undertaking** 11:18  
**underwater** 21:18  
**unit** 43:11  
**units** 30:15,16,22 31:4  
**unmute** 34:12,14,15,17  
**unmuted** 34:19  
**unrestricted** 16:18  
**upward** 16:21

**use** 12:3 15:3,12,17,21  
 17:21 28:15 32:17  
 35:20 45:21 46:12  
 47:9 49:5 51:13 52:8  
**usually** 14:16

---

**V**


---

**VALDIVIESO** 1:22  
**valid** 42:22  
**valuable** 11:15 12:18  
**vehicle** 28:18  
**verbal** 32:11,13 35:13  
 35:16 36:7  
**verbally** 33:11 34:1  
**vertical** 16:3  
**vessel** 9:5 14:3,20,22  
 15:1,6,13,21 16:1,9  
 16:10 17:22 18:4 20:3  
 20:8,12,21 43:4  
**vessels** 13:22 14:11  
 15:2,5,14,16 16:11,12  
 16:13,14,15,18,20  
 17:1,4,5,9,12 18:22  
 19:3,8,11 39:7 43:7  
 43:19  
**Vice** 1:12  
**video** 11:7 14:2,5,13  
**Videoconference** 1:9  
**virtual** 1:3 4:6 5:10  
**visit** 15:2 19:9  
**visiting** 17:2  
**visits** 16:2 18:4 20:12  
**volume** 17:8 18:11,12  
 19:22

---

**W**


---

**W-I-J-E-T-U-N-G-A** 40:4  
**walk** 8:13  
**want** 5:19 8:12 11:12  
 33:9,10 52:5  
**wanted** 42:9 46:13  
**warehouses** 21:10  
 30:21  
**water** 21:15 28:9,16  
 32:22 37:18 52:13  
**waterfront** 13:9,15  
**waterway** 13:19 18:2,6  
**ways** 25:7 32:10 35:11  
**we'll** 7:14 8:4 36:7 42:8  
 43:1 44:8 46:4,5,21  
 47:14,15 48:3,10 49:8  
 50:6,13 51:3,4,16  
**we're** 43:22 46:17 49:11  
 51:19  
**we've** 10:19 42:16  
**webinar** 33:10 34:2  
**website** 46:16,17 48:17  
 48:18 49:18 50:21,22

52:3,9 <b>Weikuen</b> 1:21 5:3,9 <b>welcome</b> 4:5 <b>went</b> 53:12 <b>west</b> 40:19,22 42:5 43:4 <b>wetland</b> 12:7 24:3 <b>wetlands</b> 24:3 <b>widen</b> 12:7 37:15 <b>widened</b> 14:18 21:1 22:12 <b>widening</b> 1:3 4:7 7:4 9:22 10:4,14 18:21 20:19 24:17 31:12,13 31:15 <b>wider</b> 38:14 44:20 <b>width</b> 17:11 18:20 <b>Wijetunga</b> 2:1 40:2,3 <b>wildlife</b> 45:6 <b>willingness</b> 12:2 <b>win/win</b> 38:16 <b>wind</b> 15:10 <b>witnessed</b> 14:16 <b>words</b> 44:15 <b>work</b> 10:19,20 19:20 22:5 23:7 37:2 <b>worker</b> 28:18 <b>working</b> 10:2,16 11:7 39:11 <b>world</b> 5:12 39:19 43:21 <b>wrap</b> 8:5 49:12 51:20 <b>Wrap-up</b> 3:10 <b>writing</b> 33:11 <b>written</b> 7:21 32:12,13 32:16,19 40:5 42:8 <b>www.portofoakland....</b> 32:18 46:19 48:19 49:19 51:1 52:4,10	<b>1,000</b> 33:16 <b>1,139</b> 14:20 <b>1,210</b> 15:16 <b>1,310</b> 20:21 <b>10</b> 17:7 22:20 <b>11:00</b> 1:9 <b>11:02</b> 4:2 <b>12</b> 3:4 23:10 <b>12:30</b> 48:11 50:14 53:12 <b>14</b> 32:15 52:18 <b>17</b> 25:20 <b>18</b> 14:16 25:22 33:5 53:1 <b>19</b> 25:20	<b>6</b> 3:2 34:18
	<b>2</b>	<b>7</b>
	<b>2</b> 1:3 26:21 <b>2.5</b> 23:17 41:3 <b>20</b> 13:8 14:14 18:7 23:10 <b>2005</b> 8:20 <b>2022</b> 25:12 <b>2023</b> 1:6 25:3,17 33:5 53:1 <b>2027</b> 23:4 <b>2029</b> 23:5 <b>2030</b> 18:18 20:9 <b>2040</b> 18:19 20:10 <b>2050</b> 18:19 20:10 <b>22</b> 16:2 <b>23</b> 3:6 <b>25</b> 3:7 38:22 <b>26</b> 22:17	<b>7</b> 1:6 3:3 <b>725</b> 30:17 <b>77-day</b> 26:1
	<b>3</b>	<b>8</b>
	<b>3</b> 25:17 27:1 <b>31</b> 3:8 25:12 <b>315</b> 22:12 <b>319</b> 17:5 <b>334</b> 21:1 <b>35</b> 3:9 <b>37</b> 30:15	<b>8</b> 23:20 <b>86</b> 8:22
	<b>4</b>	<b>9</b>
	<b>4</b> 29:5 <b>406</b> 17:4 <b>45</b> 26:3	<b>9</b> 34:4 49:5 <b>92</b> 23:22 <b>94607</b> 33:1 52:14
	<b>5</b>	
	<b>5</b> 27:1 <b>5:00</b> 33:4 52:22 <b>50</b> 3:10 21:2 22:12 <b>50-</b> 18:15 <b>50-foot</b> 14:18 16:3,6 <b>530</b> 32:22 52:13 <b>54</b> 9:2	
	<b>6</b>	
<b>X</b>		
<b>Y</b>		
<b>yards</b> 23:18 41:4 <b>year</b> 16:2 17:3 18:7 <b>years</b> 17:7 18:18 20:9 23:3 <b>yellow</b> 16:2 18:22 <b>Yu</b> 1:17 20:16,18		
<b>Z</b>		
<b>zero</b> 9:11 10:6 11:19 38:11,20 39:6 <b>Zoom</b> 45:17 47:5,21 50:2		
<b>0</b>		
<b>1</b>		
<b>1</b> 14:21 29:22		

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Before: Port of Oakland

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