

**Port of Oakland
Turning Basin Draft EIR Public Meeting Transcript
October 25, 2023**

Laura Adleman [00:00:03] We're going to go ahead and get started. Good evening and welcome to this community meeting for the Oakland Harbor Turning Basins Widening Draft Environmental Impact Report. This meeting consists of a presentation followed by a public comment session. Please fill out a speaker card if you would like to speak during the public comment session. Speaker cards are available at the check in table located at the front entrance.

Laura Adleman [00:00:31] Just a few housekeeping notes. Restrooms are located to my right around the corner. Emergency exits are located throughout the building at the Water Street, Harrison and Embarcadero West Doors. We have Spanish and Cantonese Language Interpretation services available this evening, and I'll now turn it over to the Spanish and Cantonese interpreters who will explain the interpretation services. We have the Spanish interpreter. Oh, Cantonese can come first. I'm so sorry. Oh, it's okay.

Cantonese Interpreter [00:01:12] [Introduces himself in Cantonese.]

Spanish Interpreter [00:01:30] [Introduces himself in Spanish.]

Laura Adleman [00:01:45] Thank you to our interpreter team. I'd also like to inform everyone that we are video recording the presentation and verbal comment portion of this meeting. We will be posting the recording on the project website along with a copy of the PowerPoint presentation. Will now begin our presentation.

Laura Adleman [00:02:06] Thank you for participating in this public meeting for the Draft Environmental Impact Report for the proposed Oakland Harbor Turning Basins Widening Project. The primary purpose of this meeting is to receive public comment on the draft environmental Impact report or draft EIR.

Laura Adleman [00:02:21] My name is Laura Adelman and I'm part of the project consultant team and I'll be facilitating this evening's meeting. The listed individuals here will also be speaking this evening. And now we'll go over the meeting agenda.

Laura Adleman [00:02:37] The first topic is opening remarks, and then we'll describe seaport conditions and the purpose of the proposed project and provide an overview of the proposed project. Next, we will review the California Environmental Quality Act or CEQA process and a summary of the proposed project's environmental impacts, followed by instructions on how to provide written comments during and after this meeting. We will then open up the public meeting for public comment on the draft EIR.

Laura Adleman [00:03:12] Again, the primary purpose of today's meeting is to receive public comment on the draft EIR. Finally, we'll wrap up the meeting. Please note that speaker cards must be received by 7:30 p.m. to be allocated time to speak during this public meeting. I'll now hand it over to Mr. Brandies for his opening remarks.

Brian Brandes [00:03:41] Thank you and good evening, everybody, and thank you so much for joining us tonight. We know your time is valuable and I appreciate you spending the evening with us. My name is Brian Brandes. I'm the Director of Maritime for the Port of Oakland. My goal tonight and repeating, but it's clear this is important. My goal is really for you to leave tonight with information about our proposed project as well as, you know, clear vision on how to participate in the draft environmental impact report process.

Brian Brandes [00:04:17] I'd like to start off by sharing a few of our successes over the past few years. So since 2005, the Oakland Seaport has seen notable reductions in criteria air pollutant emissions. Specifically, an 86% reduction in diesel particulate matter or DPM and also a 54% reduction in nitrous oxide or NOX emission emissions. Most of these reductions are due to cleaner equipment that we've been working with our tenants and the port as well as a vessel shore power, plugging in the vessels into shore power.

Brian Brandes [00:04:54] Just this month the port received the green maritime certification. Based upon our sustainable processes in the maritime industry and this is quite an achievement for a for a port. So we're proud of that. So we're going to the next slide. So I'm not going to go over everything on here. This is on display and you can, you know, reach out and ask questions with some of the staff here. But I'd really like to emphasize here that the port's commitment to becoming a zero emission seaport, as I mentioned, we've already had a lot of success. You know, we're not done. We're still clearly, you know, moving forward and this this chart right here, listing all the projects that we have going now, really exemplifies, you know, what you know, what we're doing and how we're moving forward.

Brian Brandes [00:05:41] And this is, you know, in cooperation with the port, our tenants and our neighbors. So we you know, we all owe a lot to them. The next slide. So the next slide equally, you know, with all the projects is all the grants. There's you know, as everyone's, you know, familiar, there's been a lot of money available. We've, you know, taken a lot of advantage of that. It's a lot of work. The port, you know, has, you know, submitted, you know, for most of the grants that have been available, we have been successful on receiving quite a bit. This outlines again, I'm not going to go every single one of these, but it's out list. It's listed on a on a chart out there. You can ask more questions on it.

Brian Brandes [00:06:21] But almost every one of these has a component at aiming at reducing emissions. And we strongly believe the widening of the turning basins is one of the many projects that the port is working to deliver as we move towards a cleaner future. So by widening the turning basins, ships will call to Port more efficiently and safely on a path to a zero emission seaport. I am truly honored to be at the helm of the Maritime Division of the Port of Oakland during this transformative period. My goal is to position the Port as a leader, which we are an innovator in efficiently servicing global trade with the highest regard to health and safety.

Brian Brandes [00:07:04] It is my firm belief that the widening of the turning basins delivers on these commitments. I look forward to working with the community and all of our partners on this proposed port project and all of our other proposed projects. We've got a lot of work to do and we're looking forward to working with you and getting it done. So

thank you, guys. And again, thank you so much tonight for attending our session. Let's turn back over to you.

Laura Adleman [00:07:35] All right. Thank you, Mr. Brandes. Okay. I'm now going to turn it over to Mr. Williams from the Army Corps of Engineers to provide some opening remarks.

Tommy Williams [00:07:51] Good evening, everybody. Can you all hear me okay? Okay, great. Thanks. Sorry, I'm a little taller than Brian. So I'm here representing the Army Corps in San Francisco. My name is Tommy Williams. Thanks, big guy. Selfishly motivated. All right. Very good.

Tommy Williams [00:08:13] My name is Tommy Williams. I'm here representing the San Francisco district of the Army Corps of Engineers in San Francisco. I'm the deputy for all of our project management. I suspect most of you haven't seen my face here before. So. One. Hi. But two, I wanted to come in and clearly articulate our understanding, my understanding that not all of us stakeholders at the local, state or even the federal partner level see eye to eye on all the products we do, including this one.

Tommy Williams [00:08:41] So this public engagement and open collaborative forum is really important to all of us. You know, the Army Corps has longstanding roots here at the Port of Oakland and in the Greater Bay Area, for that matter. You know, we've been we've been in charge of operating and maintaining that deep draft navigation channel that that leads to the Port of Oakland for for for many decades.

Tommy Williams [00:09:06] And and so our partnership with the port spans, gosh, probably longer than most of us have been around. And there have been bumps along the way, but it's been a pretty darn strong partnership. And one of the things that Brian pointed out in his opening remarks is how innovative the port has been as a partner with us, but also as an actor in the bay over the last couple of decades and then kind of exponentially increasing so over the last few years.

Tommy Williams [00:09:30] So just to contextualize this project with with our portfolio, we have about 11 other federal channels throughout the Bay that we dredge every single year. And and with this proposed project that we're working on with the Port of Oakland, the Port has has unilaterally decided and offered to electrify dredging. That is potentially part of the project solution.

Tommy Williams [00:09:56] Now, all of those 11 of the projects that I mentioned, the Bay, not one of them which are done every year, not one of them has ever considered, let alone actually done electric dredging. So there are a lot of things that the Port's doing to get ahead of where historically we've been as a as an infrastructure development agency. So to that, I really want to give a tip of the hat to the Port.

Tommy Williams [00:10:18] So with with that, I just wanted to say good evening. Thanks for coming and thanks for taking your personal time for public engagement. I recognize as a public official that that our interests are all aligned at a really basic level. You know, 95% of my staff, I suspect the same for the Port of Oakland, live and work here in the Greater Bay Area.

Tommy Williams [00:10:40] I grew up less than 35 miles from here. I live less than 15 miles from here. I personally have a great deal of of sincerity and interest in what we do as an agency. But I've also got three small kids who I want to grow up in an area that is better, safer, cleaner, and then, of course, more sustainable than what I inherited from my parents.

Tommy Williams [00:11:02] And this project is an infrastructure project that's going to leave a mark for all of our children. And I think together, we're we're really pushing it in the right direction. So thanks for being here tonight. And that's all I have for now. Back to you. Thanks.

Laura Adleman [00:11:21] Great. Thank you. And now I'm going to turn it over to Justin Taschek, Senior Maritime Projects Administrator for the Port, and he's going to provide some background for you on the proposed project. Justin.

Justin Taschek [00:11:33] Check. Mike check. Going to be a problem? Ok Check, check. Maybe some move this out of the way. Maybe not. All right. All right.

Justin Taschek [00:11:46] Thank you, Laura. And thank you, Tommy and Brian. Both great opening remarks. And good evening, all. Thank you for sharing your evening with us here tonight. My name is Justin Kassick, senior project administrator for the Port of Oakland. And to walk you through some slides here in front of us.

Justin Taschek [00:12:03] The Port of Oakland covers 20 miles of waterfront and includes three revenue divisions. The area in blue is aviation. The area in red is commercial real estate and the area in green is maritime. The maritime area includes five miles of industrial waterfront and is the focus of the proposed project and our meeting here tonight.

Justin Taschek [00:12:28] Here is the seaport area. The blue dash line denotes the federal channel limits. Of the Auckland Harbor, which includes deep navigation channels and turning basins, turning basins similar to a cul de sac on a street and allow vessels entering and exiting the port to turn around. Now I would like to share a video of a vessel turning in the Inner Harbor Turning Basin.

Justin Taschek [00:12:59] So this is about speed 20. Accelerate for 30 seconds. Normal time on this turning event. 15 to 20 minutes. So to save us here tonight, we accelerated this video so you can see the tugs working along the ship because it is not only the ship that needs the turn, it's the tugs that assist that maneuver there.

Justin Taschek [00:13:30] The 50 foot deepening project widened the existing turning basins for a container vessel with a length of 1139 feet, which is equivalent to a Post-Panamax Generation 1 or PPX1 vessel. This table shows all container vessel classes that visit the port today. PPX1 vessels and those shorter are able to use the existing turning basins with no restrictions.

Justin Taschek [00:13:57] In contrast, vessels longer than PPX1, that is the PPX2, 3, and 4 vessel classes have restrictions when using the existing turning basins due to their greater length. These restrictions include scheduling transits around specific tide, current and wind

conditions, limiting transits to daylight hours, use of an additional pilot and a required number of vessel assist tugs.

Justin Taschek [00:14:29] These restrictions can delay vessels from arriving or departing a berth. In addition, vessels longer than 1210 feet in length are unable to use the Inner Harbor Turning Basin and are restricted to docking port side only with their bow pointed east. This can impact the ability for a vessel to use shore power and depart in an emergency.

Justin Taschek [00:14:53] This image depicts total annual vessel visits over a 22 year period. The yellow vertical line marks the completion of the 50 foot deepening project, which resulted which resulted in the current size of the turning basins.

Justin Taschek [00:15:12] Following completion of the 50 foot deepening project and economic recovery from the Great Recession, the Port saw a reduction in total vessel calls. This reduction in total vessel calls is attributed to longer vessels which carry more cargo, replacing multiple shorter vessels.

Justin Taschek [00:15:31] In this graph, vessels are grouped into two categories shorter vessels that do not have restrictions and longer vessels that do have restrictions. Prior to the COVID-19 Pandemic, the total number of shorter, unrestricted vessels continued its downward trend, and the total number of longer restricted vessels trended upward.

Justin Taschek [00:15:53] As shown on the far right. To date, greater than half of the container vessels visiting Oakland have transit restrictions. Through September of this year, the Port has seen 406 long vessels call the port, compared to 319 shorter vessels.

Justin Taschek [00:16:11] The gray shaded area depicted total cargo handled for the last ten years, during which time cargo volume has remained relatively constant, though the number of vessels has continued to decrease. The width limitations and transit restrictions placed on vessels transiting the existing turning basins result in transportation inefficiencies, which in turn have cascading effects on economic, environmental and safety considerations.

Justin Taschek [00:16:44] To address this, the Port has identified five project objectives, which include optimizing transit efficiencies, maintaining the Port's competitiveness, improving flexibility for use of shore power, to reduce emissions while at berth, improving conditions for vessel maneuvering and safety, and modernizing essential waterway infrastructure to accommodate the projected increase in the frequency of larger vessel visits.

Justin Taschek [00:17:16] This graph compares economic factors, waterway improvements and total cargo handled over a 20 year period. The blue line represents total cargo handled compared to local gross domestic product, or GDP shown with the dashed orange line. As GDP increases, cargo volume increases. When GDP decreases, cargo volume decreases.

Justin Taschek [00:17:42] In fact, the average annual cargo growth rate was less after completion of the 54 deepening project than before. Imagine the future with and without this proposed project. Let's look at years 2030, 2040 and 2050.

Justin Taschek [00:17:59] As shown under the width project scenario, widening the turning basins allows longer vessels colored in yellow, blue and green to call to seaport with increased frequency. These large vessels are calling the Port today and are expected to continue to do so in the future, with or without the proposed project.

Justin Taschek [00:18:19] The main difference in the future scenarios is the total number of vessels that will visit the seaport. The no project scenario will require more vessels to service trade demand than the future with project. The total number of containers that can be handled at the seaport at a given time is limited by constraints, including availability of land and equipment to move the containers.

Justin Taschek [00:18:45] Such constraints are expected to remain in the future, with or without the project. Marine terminal operators work within these constraints and manage surges in cargo volume, such as during the holiday peak season. Marine terminal operators are expected to continue using these management practices.

Justin Taschek [00:19:04] If there are less vessel calls in the future with a proposed project. What does this mean? This graph shows a percentage reduction in criteria air pollutant emissions from vessel operations for the proposed project compared to the no project future for years 2030, 2040 and 2050.

Justin Taschek [00:19:23] These reductions are a result of the decrease in total vessel visits required to meet forecasted trade demand under the proposed project at this time. I would like to introduce Port Engineer Lead, Fanny Yu, who will now describe the proposed project. Thank you.

Fanny Yu [00:19:42] Thank you, Justin. The proposed project involves widening both the inner and outer harbor turning basins to accommodate a vessel that is 1310 feet long. The Inner Harbor Turning Basin would be widened by an additional 334 feet and to a depth of 50 feet, which is consistent with the depth of the existing turning basin and the Inner Harbor Channel.

Fanny Yu [00:20:11] The purple hatch areas are where land excavation and dredging would occur on both the Oakland or northern side of the turning basin and on the Alameda or southern side of the turning basin.

Fanny Yu [00:20:25] Two warehouses located on the Alameda side would be partially demolished. The red dashed lines represent new bulkhead. The new bulkhead on the Oakland and Alameda side would serve as a structure to separate land from water. The new bulkhead at Radius Recycling, previously known as Shnitzer Steel, would be installed underwater to protect the stability of the [unknown banging noise] shoreline at this location.

Fanny Yu [00:20:55] Proposed electrical infrastructure would be installed at the southeast corner of Howard Terminal to facilitate electric dredging to reduce construction emissions

for the proposed project. The orange hatch represents the preliminary proposed construction staging areas, which would only be used if the construction work areas do not provide enough space for equipment and material storage.

Fanny Yu [00:21:20] The specific locations of the staging areas for the inner harbor will be further refined prior to construction. The Outer Harbor Turning Basin would be widened by 315 feet and to a depth of 50 feet. This will be accomplished by dredging shown in the purple hatch. And does not require any removal of land.

Fanny Yu [00:21:45] Berth 26 would be where proposed electrical infrastructure for electric dredging would be installed. Berth 10 would be used for construction, staging and rehandling of non-hazardous stretch materials that would require landfill disposal.

Fanny Yu [00:22:03] The construction duration would be approximately two years and four months and is anticipated to start in July 2027 through November 2029. The estimated total construction duration at each work location is shown on this slide.

Fanny Yu [00:22:21] Construction at Howard Terminal is estimated to approximate take approximately 12 months and 20 months at the Alameda site. Notably, some of the construction activities can occur concurrently for the Outer Harbor Turning Basin dredging is expected to take approximately eight months.

Fanny Yu [00:22:44] In total, approximately 2.5 million cubic yards of material would either be excavated or dredged. It's estimated about 8% of the material would be disposed at a landfill and 92% of the material would go towards beneficial re-use or recycling.

Fanny Yu [00:23:02] Beneficial re-use is the establishment of wetlands. The benefits of reuse for a wetlands establishment include creation of habitat for special status species and supporting sea level rise adaptation efforts. Now, I would like to introduce Khamly Chuop, port associate environmental planner and scientist, to provide the overview of the CEQA process.

Khamly Chuop [00:23:30] Okay. Thank you, Fanny. The Port, as a CEQA lead agency is required to prepare environmental documentation in compliance with CEQA for this proposed project.

Khamly Chuop [00:23:45] The Turning Basins Widening project also requires approval by the US Army Corps of Engineers and is therefore subject to a separate environmental review process in compliance with the National Environmental Policy Act, or NEPA. The Army Corps released a revised draft of a combined integrated feasibility report and an EPA Environmental Assessment in April 2023.

Khamly Chuop [00:24:15] The purpose of the CEQA process is to enable public participation, promote coordination between government agencies, identify ways to minimize or avoid the significant effects of a project, and encourage informed decision making.

Khamly Chuop [00:24:35] The CEQA process is prescriptive. The Port must follow the steps shown here. The first is the notice of preparation or NOP, which the Port published

on May 31st, 2022. During the scoping period, the Port received comments and incorporated that input into the scoping and preparation of the draft EIR.

Khamly Chuop [00:25:01] The Port published the draft EIR on Tuesday, October 3rd, 2023, and we are now here in the public review of the draft EIR. The Port initially requested public comments by November 17th. On October 19th, the Port extended the public review and comment period to Monday, December 18th. This reflects a 77 day public review and comment period under CEQA. The lead agency must allow for a minimum of 45 days for public review and comment.

Khamly Chuop [00:25:39] The next steps following the public review and comment period are for, are to review and consider comments received, and to prepare the response to comments which will be included in the final EIR. There will be a public notification that the final EIR has been completed and is available to the public prior to certification by the Board of Port Commissioners.

Khamly Chuop [00:26:05] And now I would like to introduce Kelly Bayer, the Environmental Review Lead from the Port's consultant team at AECOM, who will provide an overview of the draft EIR analysis and to CEQA findings.

Kelly Bayer [00:26:25] Thank you Khamly. The Draft EIR consists of an Executive Summary, eight chapters and six appendices. In particular, Chapter 2 presents a detailed description of the proposed project and Chapters 3 through 5 describe environmental effects which may result from implementation of the proposed project and alternatives.

Kelly Bayer [00:26:45] Appendices B through F provide supporting technical analysis for select environmental resource topics. The Draft EIR identified thresholds of significance for each environmental resource topic that may be impacted by implementation of the proposed project.

Kelly Bayer [00:27:04] Impacts that are expected to reach or exceed these thresholds are considered potentially significant. Where feasible mitigation measures are available to reduce the level of impact to below the threshold.

Kelly Bayer [00:27:18] Mitigat [sic] impacts are considered less than significant with such mitigation. Where mitigation measures would not reduce the impact below the threshold or there are no feasible mitigation measures, impacts are considered significant and unavoidable.

Kelly Bayer [00:27:35] The draft EIR found that the proposed project's construction would have significant and unavoidable impacts related to air quality and noise and less than significant impacts with mitigation on biological resources, cultural resources including tribal cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality and transportation.

Kelly Bayer [00:28:07] The proposed project would have no impact or less than significant impacts with respect to all remaining resource topics. Construction related emissions would result from the use of construction equipment, including both land based and water

based construction equipment, construction worker vehicle trips and dust generation from earthmoving and demolition activities.

Kelly Bayer [00:28:32] These emissions were compared to local thresholds. All criteria pollutants except for nitric oxide or NOx would be able to thresholds. The mitigation measure for air quality: Mitigation Measure. Air-1 calls for using the cleanest construction equipment, which is Tier 4 or final engines as available, and other measures to reduce dust.

Kelly Bayer [00:28:55] However, even with implementation of this mitigation measure, NOx emissions would exceed local thresholds.

Kelly Bayer [00:29:05] In addition, a health risk assessment was conducted to assess the changes to health impacts for people during construction of the proposed project. Health impact results were compared to local thresholds and were found to exceed the threshold for cancer risk and PM 2.5 emissions. These exceedances would take place in existing and planned resident locations in Alameda and within the proposed resident locations at Howard Terminal.

Kelly Bayer [00:29:33] Similar to NOx emissions, even with the implementation of mitigation measure AIR-1 impacts were still above local thresholds. Therefore, due to NOx emissions cancer risk and PM 2.5 emissions all being above local thresholds, air quality impacts were determined to be significant and unavoidable.

Kelly Bayer [00:29:57] Noise impacts from construction equipment expected to be used for the proposed project were evaluated by evaluated by considering the different types of construction activities and in calculating construction related noise levels at nearby noise sensitive receptors.

Kelly Bayer [00:30:15] Estimated construction noise levels indicate that Exceedances of the City of Alameda exterior night time limits would occur at some of the Landing at Bay 37 residential units. Potentially impacted units would be those located within 725 feet of construction dredging activities and within the direct line of sight of dredging activities which are generally those that are located directly east of the Alameda Warehouses, slated for partial demolition. These residential units are currently under construction.

Kelly Bayer [00:30:52] Additionally, noise from daytime pile driving and nighttime dredging would also exceed local thresholds at some of the residential units proposed at Howard Terminal. As required under the CEQA guidelines, the Draft EIR evaluated reasonable alternatives to the proposed project, including a no project alternative that represents the future without the project.

Kelly Bayer [00:31:18] The draft evaluated three alternatives: widening the Inner Harbor Turning Basin only with electric dredges, widening the Outer Harbor Turning Basin only with electric dredges, and widening both turning basins using diesel dredge, diesel dredges.

Kelly Bayer [00:31:38] For each alternative, we ask two questions. First, does the alternative lessen the significant impacts of the project? And second, does this alternative

meet most of the project objectives? None of the alternatives to the proposed project both lessen the project's significant impacts and met most of the project objectives.

Kelly Bayer [00:31:58] This concludes my summary of the Draft EIR analysis and CEQA findings. Laura Adelman will now present how to provide comments on the Draft EIR and then commence the public comment session.

Laura Adleman [00:32:17] Okay. Thank you. All right. Thanks, Kelly. There are multiple ways that you can provide comment on the Draft EIR. You can provide written comments using a comment card. The comment cards are located at the check in table or at the poster station number four.

Laura Adleman [00:32:33] As we mentioned earlier, you can fill out a speaker card and provide verbal comments during tonight's public comment session. You can provide verbal comments during one of our upcoming virtual meetings on Zoom on November 6th and 7th. You can also provide verbal or written comments during our second in-person meeting in Alameda that will be tentatively held on November 14th.

Laura Adleman [00:32:55] If you'd like to submit written comments online, you can use the online form at www.portofoakland.com/turningbasins. You can also send written comments by U.S. mail to Ms. Khamly Chuop at Port of Oakland Environmental Programs and Planning Division, 530 Water Street, Oakland, California 94607. And lastly, you can email comments to turningbasins@portoakland.com.

Laura Adleman [00:33:25] All comments must be received by 5 p.m. Pacific Time on Monday, December 18, 2023. Please account for mail delivery to be sure your mailed comments are received on time. To provide comments on the Draft EIR verbally, please fill out a speaker card available at the check in table.

Laura Adleman [00:33:47] We will call on speakers in the order of when the speaker cards are received. Once your name has been called as the speaker, please indicate your location so that our team member can bring you a microphone. And please come out to the aisle to provide your comments.

Laura Adleman [00:34:04] Before providing your comment. Please state and spell your name for the record. In addition, if you're representing an agency or an organization, please state the name of that agency or organization.

Laura Adleman [00:34:15] As a reminder, interpretation services are available in Spanish and Cantonese. Each speaker will have 2 minutes to provide their comment. Once you've identified yourself, we'll start the two minute clock and you may provide your comments for speakers needing interpretation services. 4 minutes will be allocated.

Laura Adleman [00:34:33] Each speaker is allowed one opportunity to speak and you will not be permitted to cede your time to another person. If you do have additional comments, please submit them through one of the other ways to submit comments as described earlier.

Laura Adleman [00:34:47] All verbal comments will be a part of the public record for the project and will be responded to in the final environmental Impact report. There will not be a verbal response. Any questions will be treated as a comment and will be part of the public record.

Laura Adleman [00:35:01] It's also too important to remind everyone to be respectful of others and to use appropriate language when making comments. These comments will be part of the public record for the project. Hate speech threats made directly or indirectly and or abusive or offensive language will not be tolerated. Anyone who fails to follow these guidelines will be asked to stop speaking.

Laura Adleman [00:35:24] Currently we have two speakers in the queue. The first speakers we do, we have additional cards? The first speakers will be Bill Dow and then followed by Ms.. Margaret Gordon. And then we also have Brett Andrews after that. So those will be our first three speakers. Okay. And now we're going to take our first speaker. Bill Dow, you're here. You'd like to speak, Yes?

Unkown Speaker [00:36:04] I'll just read it for you.

Bill Dow [00:36:05] Oh. I was just here. I have nothing to speak about that. I was just here to support the dredging project. Build our local six ILWU.

Laura Adleman [00:36:19] Thank you for your comment. Okay. Our next speaker is Ms.. Margaret Gordon.

Ms. Margret Gordon, with West Oakland Environmental Indicators Project [00:36:33] Oh you've got to hold it for me? [laughs] Ms. Margaret Gordon M-A-R-G-R-E-T-G-O-R-D-O-N. I'm here with the West Oakland Environmental Indicators Project. I'm here to talk about enhancing the project to NOT to impact West Oakland. I have not heard not one word from any of the speakers to talk about how you are planning to mitigate those unavoidable significant impacts.

Ms. Margret Gordon, with West Oakland Environmental Indicators Project [00:37:11] And also, I'm here to present letters and fact sheets to support that. The letter is from. Representative Barbara Lee, who has great concerns. This project project proposal has not been fair or equitable to West Oakland. So can we have copies of the [unknown word] passed out to the audience? Where'd she go?

Laura Adleman [00:37:39] I know she's. Oh, she had to step out. But. Right.

Ms. Margret Gordon, with West Oakland Environmental Indicators Project [00:37:42] We will pass out the fliers and our fact sheet because you have not, you as the Port of Oakland nor the U.S. Corps Engineers have actually made attempts to make this process more equitable environmental justice. Look, look at exposure and proximity and how the health of the West Oakland residents and other residents in this area will be impacted by having a big mega ship come through here.

Ms. Margret Gordon, with West Oakland Environmental Indicators Project [00:38:17] And you have not even done a traffic study. You going to be deploying up to 19,000 containers

in 72 hours. Don't nobody seems to understand that will be a impact and is clearly not stated. And that one slide, that one voice of the staff talk about how that will impact this community.

Laura Adleman [00:38:43] Thank you for your comment. I'll just mention our next three speakers, Brett Andrews, Fern, followed by Katrina. Okay. Our next speaker, Brett Andrews.

Bret Andrews [00:39:06] Hi, I'm Brett Andrews.B-R-E-T-A-N-D-R-E-W-S. I'm a neurologist who works locally here and has patients from West Oakland, and I've been concerned about the effects that are disproportionate on the West Oakland Community from the Port.

Bret Andrews [00:39:27] And I applaud the efforts mentioned and described to electrify and reduce emissions. My concern is, as is Margaret Gordon's, that the Community continues to suffer impacts. The West Oakland Community is experiencing about half of their asthma from emissions or estimated to be caused by emissions from the Port.

Bret Andrews [00:39:59] And it's also the fact that there's multiple highways that are moving those containers off the ships and distributing them, and those are often by independent contractors which have diesel emitting. So no matter what we're doing at the Port, although we are reducing emissions, hopefully, this is causing asthma, cancer and there are reports over in the report itself that describe the cancer risks and that those continue to exist.

Bret Andrews [00:40:36] And as well, strokes, heart attacks, dementia are associated with PM 2.5 and other emissions and those are disproportionately affecting the people who live here in West Oakland. I would request that those concerns be at the forefront of your impact report. I have read through it. It's quite detailed. [microphone cuts off]

Laura Adleman [00:41:09] Thank you for your comment. Our next speaker is Katrina Thomas.

Katrina Thomas with Earth Justice and WOEIP [00:41:19] Right. Hi, my name is Katrina Thomas. K-A-T-R-I-N-A-T-H-O-M-A-S. I'm with Earthjustice here together with West Oakland Environmental Indicators Project and Environmental Defense Fund.

Katrina Thomas with Earth Justice and WOEIP [00:41:32] We're members of the Sustainable Port Collaborative, and we're concerned that the Port has not adequately consulted with the local community about a project that could worsen local air quality, harm environmental justice communities who live adjacent to the Port and cause ecological harm to the San Francisco Bay.

Katrina Thomas with Earth Justice and WOEIP [00:41:49] We already have a public health crisis in West Oakland due to diesel emissions from trucks, trains and ships at the port. That's what led to the West Oakland Community Action Plan pursuant to AB 617.

Katrina Thomas with Earth Justice and WOEIP [00:42:01] While we appreciate the Port's upcoming public meetings, and this meeting here at the Port has not engaged with

community stakeholders in conversation about the project during the drafting of its analysis to consider alternatives or even the need for this project.

Katrina Thomas with Earth Justice and WOEIP [00:42:15] This does not live up to the commitments in the world cap or in the Newsom and Biden administrations executive orders requiring agencies that invest in infrastructure development to also implement strategies that will yield equitable outcomes for underserved communities. And that lack of engagement has a has reflected in flawed environmental analysis in this D-EIR.

Katrina Thomas with Earth Justice and WOEIP [00:42:38] The Port hasn't analyzed any of the impacts outside of the basins themselves or any of the impacts once the turning basins become operable. This includes potential truck traffic impacts to West Oakland that could make air emissions even worse.

Katrina Thomas with Earth Justice and WOEIP [00:42:51] We urge the port to prioritize electrifying its equipment now, instead of expanding its operations. The Port is applying for hundreds of millions of dollars to clean up its pollution, and it's relied on community support to enhance those applications. But this project, potentially undos all of that.

Katrina Thomas with Earth Justice and WOEIP [00:43:09] The Port has not taken community impact seriously and several of us are concerned. Even the U.S. Representative, Barbara Lee, in letters that I've distributed to some of you here today. So we ask that you do a full analysis and recirculate [microphone cuts off]

Laura Adleman [00:43:22] Thank you. Okay. We don't currently have any speakers in the queue to provide verbal comment. Oh, I'm sorry. Sorry about that. I got out of order. I apologize. Fern, please go ahead.

Fern with the Environmental Defense Fund [00:43:47] Hi. My name is Fern, and with the Environmental Defense Fund, I won't to spell out my last name because that would take up the whole time.

Fern with the Environmental Defense Fund [00:43:55] My concern with the environmental review is the fact that I, I fear that it underestimates the environmental impact both during the constructions and especially once the widened basin becomes operable.

Fern with the Environmental Defense Fund [00:44:13] And the reason being the projected vessel numbers in the report seems to suggest efficiency gain. But the analogy that comes to mind to my mind is freeways. As many of us know, and the and transportation research shows when you widen roadways off freeways, you end up really increasing the number, the number of vehicles.

Fern with the Environmental Defense Fund [00:44:40] And I suspect that this might be the same case here with widened basins bringing in larger number of ships, a larger number of larger ships. In addition, when you consider fewer ship calls, but those are going to be larger ships, The the air emissions of larger ships are actually also higher than smaller ships.

Fern with the Environmental Defense Fund [00:45:06] And I'm not sure that that's been taken into account adequately. So I would echo Katrina and Ms.. Margaret, that the Port really revisits and engages with the community further to relook at some of the assumptions. Thank you.

Laura Adleman [00:45:24] For all public meetings, note that the in-person meetings have an open house format prior to the presentation. All comments must be received by 5 p.m. Pacific Time on December 18, 2023. If you are mailing comments, please account for mail delivery time to be sure that your mailed comments are received on time. Thank you again for participating today. I'd also like to thank the interpreters from International Contact for their assistance today. We will now conclude the meeting. Thank you.