



Oakland Army Base – Port Phase I Rail Improvement Project

COMMUNITY INFORMATION SESSION #2

Wednesday, October 17, 2012
6:00-8:00pm

Cypress Mandela Training Center
2229 Poplar Street, Oakland, CA 94607

AGENDA

Program begins promptly at 6:30pm

I.	Welcome & Introductions <ul style="list-style-type: none">• Why We Are Here	Facilitator: Surlene Grant, Envirocom Communications Strategies, LLC
II.	Opening Remarks	Jean Banker, Deputy Executive Director, Port of Oakland
III.	Overview of the Port Owned-Portion of the Former Oakland Army Base (OAB) Development <ul style="list-style-type: none">• OAB Master Plan• Port Community Benefits Approach• Overview of the Port of Oakland Maritime Aviation Project Labor Agreement (MAPLA)	Mark Erickson, Senior Maritime Projects Administrator, Port of Oakland Richard Sinkoff, Director of Environmental Programs and Planning, Port of Oakland Jake Sloan, MAPLA Administrator/ Davillier- Sloan, Inc

Q&A (Facilitated by Surlene Grant)



IV.	Port Phase I Rail Improvement Project	Chris Chan, Director of Engineering, Port of Oakland
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Q&A (Facilitated by Surlene Grant)

V.	Public Input Session	Facilitated by Surlene Grant
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VI.	Closing Remarks	Jean Banker, Deputy Executive Director, Port of Oakland
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VI.	Meeting Adjournment	Port representatives will be available to answer one-on-one questions
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Thank you for your participation!



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Acronyms and Abbreviations

APDA Alternative Project Delivery Approach
ACDBE Airport Concession Disadvantaged Business Enterprise Program (Port of Oakland)
APCD Air Pollution Control District (San Joaquin Valley)
ANOMS Airport Noise and Operations Management System (OAK)
BAAQMD Bay Area Air Quality Management District
BART Bay Area Rapid Transit
BCDC Bay Conservation and Development Commission
BMP Best Management Practice
BNSF Burlington Northern Santa Fe Railroad
CARB California Air Resources Board
CEQA California Environmental Quality Act
CHE Cargo Handling Equipment
CIP Capital Improvement Program
CNG Compressed Natural Gas
CO Carbon Monoxide
Commissioners Port of Oakland Board of Commissioners
CPI Consumer Price Index
CTC California Transportation Commission
CTMP Maritime Comprehensive Truck Management Plan (Port of Oakland)
DBE Disadvantaged Business Enterprise Program
DHS U.S. Department of Homeland Security
DOC Diesel Oxidation Catalyst
DOT U.S. Department of Transportation
DPF Diesel Particulate Filter
DTR Drayage Truck Registry (CARB)
DPM Diesel Particulate Matter
DTSC Department of Toxic Substances Control's Web Site
EIB Early Instructions to Bidders
EIR Environmental Impact Report
EIS Environmental Impact Statement
ENA Exclusive Negotiating Agreement



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Acronyms and Abbreviations cont'd

EPA United States Environmental Protection Agency
FAA Federal Aviation Administration (DOT)
GHG Greenhouse Gas
GMAP Goods Movement Action Plan (CARB)
GMERP Emission Reduction Plan for Ports and Goods Movement in California (CARB)
IMO International Maritime Organization
LBU Local Business Utilization
LIA Local Impact Area
LNG Liquefied Natural Gas
LPG Liquefied Petroleum Gas
MAQIP Maritime Air Quality Improvement Plan (Port of Oakland)
MAPLA Maritime and Aviation Project Labor Agreement (Port of Oakland)
Master Lessee To whom a lease is granted
MTO Marine Terminal Operator
NDSLBU Non-Discrimination and Small Local Business Utilization Policy
NEPA National Environmental Policy Act
OAB Oakland Army Base
OAC Oakland Airport Connector (BART)
OAK Oakland International Airport
OBRA Oakland Base Reuse Authority (City of Oakland)
OGV Ocean-going Vessel
OHIT Port of Oakland Outer Harbor Intermodal Terminal Railyard
OMSS Oakland Maritime Support Services
ORA Oakland Redevelopment Agency (City of Oakland)
PLA Project Labor Agreement
PM Particulate Matter
Port Port of Oakland
Port LIA Cities of Oakland, Emeryville, San Leandro and Alameda
Port LBA Alameda and Contra Costa Counties
RAPC Regional Airport Planning Committee
RFID Radio-frequency identification



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Acronyms and Abbreviations cont'd

RFQ Request for Qualifications

ROG Reactive Organic Gas (see also VOC)

RSA Runway Safety Area

RWQCB Regional Water Quality Control Board

STEP Secure Truck Enrollment Program (Port of Oakland)

T1 Terminal 1, OAK

T2 Terminal 2, OAK

TAC Technical Advisory Committee (CTMP)

TCIF Trade Corridor Improvement Fund

TEU Twenty-Foot Equivalent Unit

TIGER Transportation Investment Generating Economic Recovery Discretionary Grant program (USDOT)

TWIC Transportation Identification Worker Credential

TSA Transportation Security Administration (DHS)

UP Union Pacific Railroad

VDECS Verified Diesel Emission Control Strategy

WOCAG West Oakland Community Advisory Group

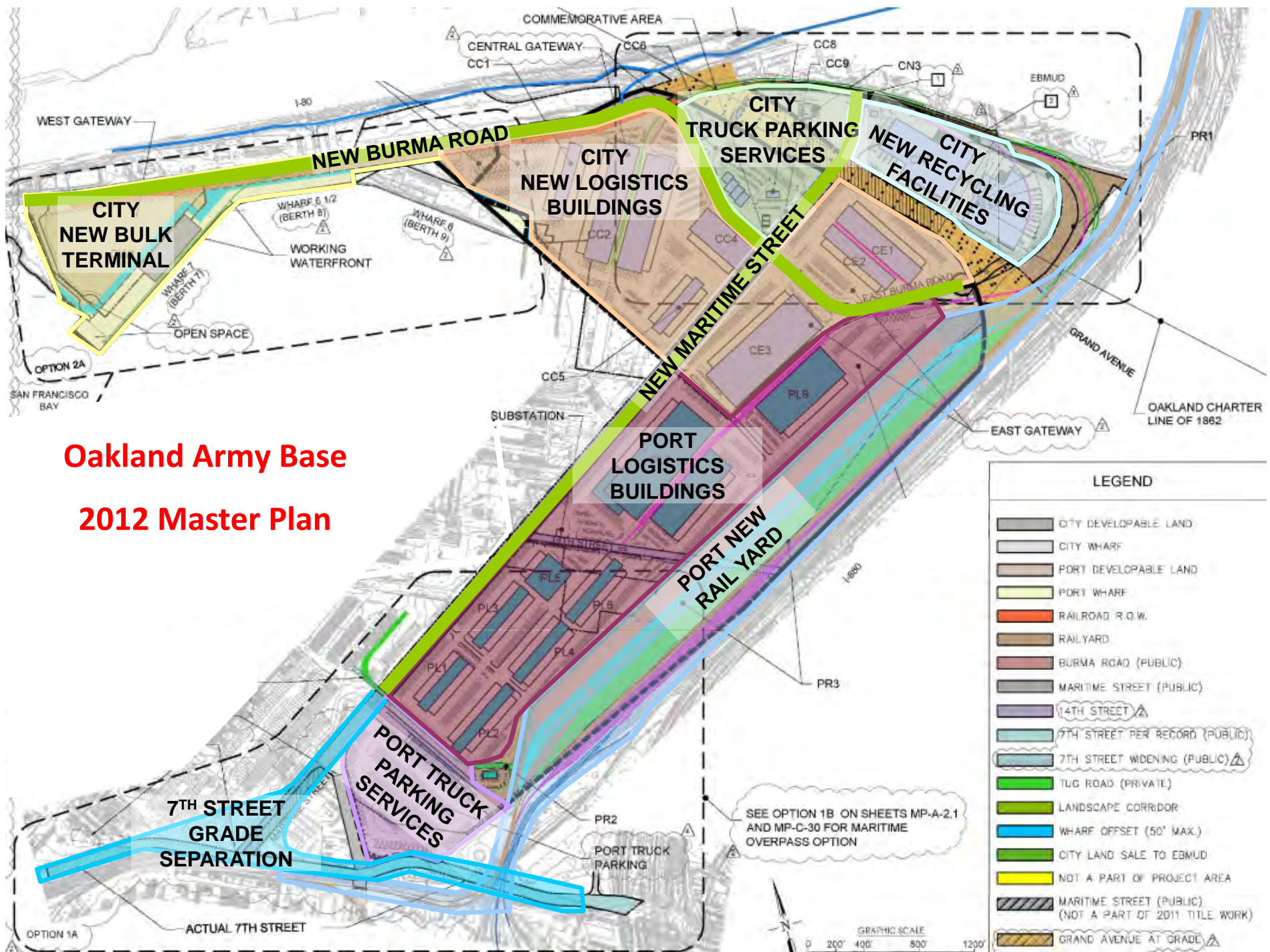
WOEIP West Oakland Environmental Indicators Project

WOPAC West Oakland Project Area Committee

WOTRC West Oakland Toxics Reduction Collaborative

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface. There is no handwriting or other markings on the paper.

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OAB PHASE 1 DEVELOPMENT AND EXISTING PORT OPERATIONS





PORT OF OAKLAND

OAKLAND ARMY BASE

PROJECT UPDATE:

OUTER HARBOR INTERMODAL TERMINAL (OHIT) – RAILYARD PHASE I

PORT COMMUNITY BENEFITS PROGRAM

COMMUNITY INFORMATION SESSION #2

Wednesday, October 17, 2012

Cypress Mandela Training Center, Inc.

2229 Poplar Street, Oakland

6:00-8:00 pm

OUTLINE

- Description and Site Plan of Project
- Port Community Benefits Program – Purpose and Concept
- Information sessions and presentations
- Port policies and programs
- Enhancements
- Next Steps



Purpose and Goals of the Port CBP

Purpose of the Port CBP

- Provide significant community benefits in both construction and operations phases of Port OAB project.

Goals of the Port CBP

- Promote equitable employment and business opportunities
- Sustain healthy communities

Note: Presented to the Board of Port Commissioners on May 11, 2012

Source: *Port of Oakland Strategic Plan FY 2011-2015* (October 5, 2010)



Port Community Benefits Program Concept

#1. Port develops its portion of the Oakland Army Base (OAB) in phases.

#2. Community Benefits Program (CBP) goals and outcomes reflect the specific characteristics of each phase:

- WHAT the Port is constructing (i.e., the OHIT Phase I railyard tracks and support infrastructure, etc.);
- HOW the Port is designing and building each phase (i.e. OHIT Phase I “Design-Build” contract).
- Additional: HOW the project is funded (i.e. State, federal, Port, etc.)



Information sessions and presentations

- Spring 2012 – Meetings with EBASE, Revive Oakland, City of Oakland staff and community-based organizations
- May 11, 2012 – Presentation of Conceptual Community Benefits Program to Board of Port Commissioners
- July 7, 2012 – Community Information Session (West Oakland Senior Center)
- July 26, 2012 – Presentation of Railyard Phase I Community Benefits approach to Board of Port Commissioners

Port of Oakland Policies and Programs

- Port of Oakland Local Business/Local Hire:
 - Maritime and Aviation Project Labor Agreement (MAPLA)
 - Alternative Project Delivery Approach (APDA)
 - Enhancements

Enhancements

- Targeted recruitment
- Census tract tracking
- Focus on capacity-building and apprenticeships



PORT OF OAKLAND

Next Steps (OHIT Railyard – Phase I)

- Community Information Session #1 (July 7, 2012) – completed
- Early Instructions to Bidders (July 16, 2012) - completed
- Presentation at Port Board Meeting (July 26, 2012) - completed
- Informational Meeting for Bidders (August 2, 2012) - completed
- Community Information Session #2 (Oct 17, 2012) – completed

- RFP Release Date (October 29, 2012 – *subject to change*)
- Proposers' Pre-Bid Meeting (2 weeks after RFP issuance)
- Proposals Due to Port (Jan 4, 2013 – *subject to change*)
- Community Information Session #3 (TBD: Jan-March 2013)
- Award Design/Build Contract (March 2013)

- Start Construction (Summer 2013)
- Complete Construction (July 2015)



PORT OF OAKLAND

Oakland Army Base Phase I Rail Improvement Project **Port of Oakland Community Benefits Approach**

Goal/Purpose: To increase local, small and disadvantaged business participation and jobs through utilization and enhancement of existing Port programs.

Project Funded by State, Local and Port Sources

- ❖ **NDSLBUP:** If the project is funded with state and local funding, the Port's Non-Discrimination and Local Business Utilization Policy (NDSLBUP) governs. Because this project involves an alternative project delivery approach (design-build), the NDSLBUP Alternative Project Delivery Approach ("APDA") applies to the project. **What does this mean?**
 - Port will not award preference points to contractors for use of small and local contractors.
 - Instead, the Port will establish overall minimum local business utilization levels for the Project
 - These utilization levels will be based on the Port's local impact area ("LIA") which includes Oakland, Emeryville, Alameda and San Leandro.
 - Depending on availability, these levels may also include businesses in the Port's local business area ("LBA") which includes Alameda and Contra Costa counties.
 - Additionally, as part of the response to the Request for Proposals, the Contractor will be required to submit a plan for increasing participation by local and small business, including definitive steps for implementing the plan. As part of the evaluation process, the Contractor will be graded on the quality of the plan.
- ❖ **MAPLA:** The requirements of the Port's Maritime and Aviation Project Labor Agreement will apply to Project 1A without restriction.
 - Local Utilization Goals: LIA residents are to perform 50% of all hours worked on a craft by craft basis. If the goals cannot be met utilizing LIA residents, contractors should utilize LBA residents.

Project Funded By Federal Sources

- ❖ If the project is partially or fully funded with federal funds, then the provisions of the Port's NDSLBUP will not apply.
- ❖ **DBE:** Instead, the Port will utilize a Disadvantaged Business Enterprise program plan which sets a race-neutral goal for utilization of DBE subcontractors.
- ❖ **MAPLA:** The MAPLA will apply to the Project, however, certain provisions of the MAPLA permitting possible sanctions and binding arbitration will not apply.



PORT of OAKLAND



MARITIME and AVIATION PROJECT LABOR AGREEMENT

PROGRESS REPORT SUMMARY

January 1, 2010 to June 30, 2011

Presented
to the
Oakland Board of Port Commissioners
November 17, 2011



The Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) was adopted by the Board of Port Commissioners in 2000. It was intended to cover the capital projects in the Port's Aviation and Maritime areas. In response to Board direction in support of multiple Port policies, the MAPLA was designed to ensure project labor stability and the availability of a highly skilled workforce, access to construction opportunities by both Union and non-Union Contractors, employment of Port Local residents, especially as apprentices, and the utilization of Port-recognized small, local businesses.

Initially adopted for five (5) years through December 2004, MAPLA was extended for two years as a result of the settlement of an arbitrator's award extending coverage of MAPLA to Port tenants' construction activities. This extension was through December 2006 and was further extended three times by Board action and the concurrence of the Building Trades Unions on a month-by-month basis. In June 2010, the Board and the Building Trades agreed to extend MAPLA for a five year term and an agreement between the Port and Alameda County Building and Construction Trades Council was executed February 2011 and will run through June 30, 2015.

The MAPLA Local Hire Program continues to advance the Port's local-hire goals. MAPLA sets specific goals for the hiring of residents from the Port's LIA and LBA.²

LIA residents are to perform 50% of all hours worked, on a craft-by-craft basis to ensure local resident utilization in all crafts. If LIA residents are not available, capable or willing to work, LBA residents may count for compliance purposes.

Apprentices are to be utilized, as allowable by law, to perform 20% of all project hours. This is to be applied on a craft-by-craft basis so that apprentice opportunities are enhanced in all crafts. The goal is that all of these apprentice hours will be performed by LIA resident apprentices, with LBA resident apprentices as an allowable back up. In the interest of assuring the greatest potential use of LIA apprentices in contracting opportunities, Contractors may receive credit for using LIA residents on non-Port construction.

This report contains an update covering the 18 month period from January 1, 2010 through June 30, 2011. It is intended to align the annual report to the Port's fiscal year, which runs from July 1 through June 30 of each year. As such, the Progress Report covers highlights of the Port's MAPLA during calendar year 2010 and the first half of 2011.

² LIA = Local Impact Area (Cities of Oakland, Alameda, Emeryville and San Leandro); LBA = Local Business Area (Counties of Alameda and Contra Costa)



SUMMARY UPDATE

(January 1, 2010—June 30, 2011)

HIGHLIGHTS

Highlights of the reporting period include:

- Management support of MAPLA passed in 2011 from the Parsons Constructors, Inc. led team to a Davillier-Sloan, Inc. led team that included elements of the long-term MAPLA support team in this new configuration. The transition has been seamless.
- MAPLA continues to be a catalyst for enhancing Port efforts to secure Local Impact Area (LIA) employment opportunities and sound labor relations on Port projects and trends continued well during the reporting period.
- Despite pressures noted below, Port projects have not been subject to labor disruption and all disputes have been resolved using MAPLA's agreed-to dispute resolution provisions. There were no major labor relations issues that developed over the reporting period. .
- Craft jurisdiction remains a key interest of labor, but disputes are resolved away from the construction projects and with the jurisdictional disputes resolution mechanisms, thereby insuring no disruptions.
- The Unions have worked to dispatch the skilled workforce that the Port sought as part of its effort to ensure sound, on-budget and on-time construction of its projects. Unions continue to work successfully with non-Union Contractors working under the MAPLA to ensure that those Contractors are able to use both their "core" employees and skilled Union members from the hiring halls on their work crews.
- The jointly administered employer-Union apprenticeship programs have provided key opportunities for LIA/LBA residents to receive on-the-job training on the MAPLA construction projects and the start of many careers in the construction Trades.
- The MAPLA Social Justice Trust³ continues to provide financial support to local workforce development efforts that support the LIA employment goals of MAPLA, especially with regard to utilization of LIA apprentices.

Local Workforce Utilization

The MAPLA Local-Hire Program continues to be an important element of the Port's Social Justice Program and a key Port priority. It has built an effective contractor-community-Port-Union collaboration that enhances the buy-in of the Port's three critical partner sectors. The MAPLA sets goals for the hiring of residents from the Port's Local Impact Area (LIA) and the Local Business Area (LBA) and asks Contractors to use

³ See Attachment A: MAPLA Committee Structure for visual structure. Social Justice Trust Committee established by Joint Administrative Committee (JAC) as a forum to manage trust funds for community grants; and makes fiscal grant decisions. 7 Labor and 7 Management (Appointed) and meets quarterly.



reasonable and good faith efforts to achieve those goals. The collaboration among the Port, Contractors, the Unions and community groups occurs in the forums identified below, and this achievement relies on the voluntary efforts of the Contractors. While enforcement mechanisms are available to promote good faith efforts to achieve the goals (except on US Department of Transportation projects) the effectiveness of the local hire program is through voluntary efforts that are well matured after nearly a dozen years of MAPLA implementation. Resorting to enforcement mechanisms available under MAPLA has been rare, and every resort has been resolved through mutual agreement of the parties rather than an arbitration award.

The Social Justice Committee⁴ and its Local Hire Subcommittee⁵ regularly review the MAPLA local-hire performance and work with Contractors to help them achieve these goals. The committees provide excellent venues to review local-hire outcomes and to engage Contractors and Unions in constructive dialogue to see how this important Port goal can be best accomplished, consistent with all other requirements. The Local Hire Subcommittee also serves as a forum for other, local agencies with their own local-hire programs; improving information flow concerning the nature of other local-hire efforts and exploring common problem areas in securing qualified local residents for dispatch to Contractors. Agencies regularly participating as members of the Local Hire Subcommittee include:

- County of Alameda, Department of Public Works
- County of Alameda, Social Services Agency
- City of Oakland, Contract Compliance Department

The overall results of the local-hire program and the results in this reporting period are displayed in **Table 1** (below). In the 2010-11 period reported here, construction projects remained sluggish, with only 82,059 hours of work performed under MAPLA. (A full-time equivalent (FTE) work year is rated at 2,080 hours. In the construction industry, a lesser number is typical. Assuming 1,800 hours represents a “full-time” worker, the total hours worked represent only 46 FTEs – or 30 on an annualized basis.)

Despite this continuing challenge, MAPLA local-hire – and importantly local apprentice hire – numbers for the period improved from 2009:

- Total LIA hires jumped from 28.34% in 2009 to 37.77%
- Total LIA/LBA hires jumped from 49.73% in 2009 to 62.76%
- LIA Apprentice hires jumped from 3.42% in 2009 to 6.20% LIA/LBA Apprentice hires jumped from 5.23% in 2009 to 8.79%

Total Apprentice utilization jumped from 6.49% in 2009 to 11.48%

The MAPLA Team is very proud of this increase in local hiring without a truly significant uptick in construction activity. These numbers, while not fully meeting the LIA goals, still represent significant increases above pre-MAPLA LIA hire and apprentice utilization

⁴ Social Justice Committee: Labor-Management-Community (Open Membership); MAPLA, Article III, Section 1; Meets quarterly

⁵ Local Hire Subcommittee: Labor-Management-Community (Open Membership); established by Social Justice Committee and meets monthly.



rates. Much credit goes to the Contractors who continue to work collaboratively to structure their teams to meet the MAPLA goals.

Table 1 sets out the totals and percentages of hours – cumulative through 2009 (the last period), for the January 2010 – June 2011 reporting period, and then cumulatively through the end of June 2011 for your ready reference. You will notice that the 2010 – 2011 total for LIA utilization is substantially above the long-term trend. LIA apprentice utilization is also above the long term trend, as is overall LIA/LBA employment. These successes derived from the vigorous collaboration among the parties.

The only categories that were below the long-term trend was in overall apprenticeship utilization and total LIA/LBA apprentice utilization – which is a direct function of the relatively small work crews on many projects and the relatively small number of hours for the MAPLA covered work, especially in the January – June 2011 period when only 9,473 hours of work were performed – less than 260 weeks, or five workers years, of work during the 18 month period.

Table 1: **MAPLA Local-Hire Performance Summary**

MAPLA	<i>Cumulative Results Thru December 2009</i>		<i>January 2010 through June 2011</i>			<i>Cumulative Results Thru June 2011</i>		
	<i>MAPLA Hours</i>	<i>% of Total</i>	<i>MAPLA hours for</i>	<i>% of Total</i>	<i>Apprentice Trades hours only</i>	<i>MAPLA Hours</i>	<i>% of Total</i>	<i>MAPLA Goal</i>
Total Hours Worked	3,655,352		82,059		80,006	3,737,411		
LIA Residents	1,124,008	30.75%	30,994	37.77%		1,155,002	30.90%	50%
LIA/LBA Residents	2,157,431	59.02%	51,500	62.76%		2,208,931	59.10%	50%
Total Apprentices	455,137	12.45%	9,418	11.48%	11.77%	464,555	12.43%	20%
LIA Apprentices	218,087	5.97%	5,087	6.20%	6.36%	223,174	5.97%	20%
LIA/LBA Apprentices	339,834	9.30%	7,432	9.06%	9.29%	347,266	9.29%	20%

(Please note that under prevailing wage and other rules, certain craftwork is not eligible for placement of apprentice workers, notably the work of Teamsters, Laborers working in Asbestos Abatement, and some dredging and barge work. In order to more accurately reflect apprenticeship participation as a percentage of MAPLA craft hours worked during this reporting period, the shaded column above shows Apprentice participation as a percentage of the total available Apprentice Hours (i.e., the "apprenticeable hours") worked for the period.)

While the program had been subject to a historic trend of reduced apprentice utilization during the downturn, as **Table 2** displays below, the MAPLA Team was able to work with community groups, Contractors and Labor through the Local Hire Subcommittee to return apprentice utilization to a level more in line with the success achieved during the "boom" years of MAPLA construction activity.



Table 2: Total Employment Hours vs. MAPLA Apprentice Utilization (Annual by Hours & Percentage) from July 2005 – June 2011

MAPLA Period	Total Employment Hours	Apprentice Employment Hours	Apprentice Percentage Hours
Jan 2010 – June 2011	82,059	9,418	11.48%
Jan – Dec 2009	57,611	3,739	6.49%
Jan – Dec 2008	220,489	18,585	8.43%
Jan – Dec 2007	498,620	63,226	12.68%
Jan – Dec 2006	567,702	79,093	13.93%
July – Dec 2005	193,880	31,353	16.17%

MAPLA Pace Setters—Craft Unions

The partnership with the various Unions affiliated with the Building and Construction Trades Council of Alameda County (AFL-CIO) plays a crucial role in achieving the local-hire goals of the MAPLA. To this end, the Unions displayed in **Table 3** cooperated with Contractors through hiring hall dispatch in achieving the LIA/LBA hiring and LIA/LBA apprentice utilization levels that benefit the MAPLA local-hire goals as shown below.

Table 3: Crafts (with Over 500 Hours) Meeting One or More LIA/LBA Journey and Apprentice Dispatch Goals (January 2010 – June 2011)

Craft	% LIA	% LIA/LBA	% LIA Apprentice	% LIA/LBA Apprentice
Electricians	29.21%	68.48%	7.75%	9.15%
Carpenters	29.14%	93.34%	2.18%	7.43%
Laborers	43.79%	70.87%	2.38%	2.38%
Plumbers	19.58%	52.96%		24.03%
Roofer	47.01%	91.48%	8.81%	12.89%

MAPLA Pace Setters—Contractors

The partnership with the various Contractors performing MAPLA-covered work also plays a crucial role in achieving the local-hire goals of the MAPLA. To this end, the lengthy list of Contractors displayed in **Tables 4 and 5** achieved significant measures of the LIA/LBA hiring and LIA/LBA apprentice utilization levels that benefit the MAPLA local-hire goals as shown below. In addition to this achievement, MAPLA Contractors reported utilization of apprentices on non-MAPLA work (which counts towards achievement) of over 2,000 hours in the reporting period – a full fifty (50) weeks of apprentice employment achieved through the incentives provided in the MAPLA local-hire program.

Table 4: Contractors Within 85% of or Meeting One or More LIA/LBA Journey and Apprentice Dispatch Goals 2010 Work

Contractor	% LIA	% LIA/ LBA	% LIA Apprentice	% LIA/LBA Apprentice
Abel Construction (Operating Engineer – OE))	--	80%	--	--
Albay Construction (Carpenter and OE)	--	100%	--	--
Aquamatic Fire Protection (Plumber)	--	50%	--	--
Bay Line Cutting & Coring (Laborer)	--	55%	--	--
Blue Iron Inc (OE)	--	100%	--	--
CFE&T Concrete Pumping (OE)	--	97%	--	--
CJC Trucking (Teamster)	61%	100%	--	--
Collins Electric (Electrician)	--	--	22%	22%
Comack Plumbing (Plumber)	100%	100%	--	--
Delta Grinding CO (OE)	--	50%	--	--
Earth Shelter Developers (OE)	100%	100%	100%	100%
F. Rodgers Corp (Carpenter)	--	--	25%	38%
Fine Line Sawing (Laborer)	--	50%	--	--
Gallagher & Burk (Laborer)	50%	62%	--	--
GK Construction (Laborer)	100%	100%	--	--
Harris Salinas (Iron Worker)	--	89%	--	20%
MAG Trucking (Teamster)	--	96%	--	--
Marble West (Tile finisher)	--	48%	--	--
Marina Mechanical (Sheet Metal)	--	62%	--	--
McGuire & Hester (Carpenter)	73%	93%	28%	28%
McGuire & Hester (Cement Mason)	84%	87%	71%	71%
McGuire & Hester (Laborer)	63%	93%	19%	19%
McGuire & Hester (OE)	89%	99%	22%	22%
McGuire & Hester (Plumber)	--	56%	--	19%
McGuire & Hester (Teamster)	74%	88%	N/A	N/A
Metalset (Iron Worker)	--	54%	--	--
MMI Tank (Boilermaker)	100%	100%	--	--
North American Fence (Laborer)	--	100%	--	--
OC Jones & Sons (Laborer)	64%	86%	--	--
OC Jones & Sons (Teamster)	54%	100%	N/A	N/A
Olson & Co Steel (Iron Worker)	--	--	39%	39%
Pacific States Environmental (Laborer)	65%	91%	--	--
Pacific States Environmental (OE)	--	84%	--	--
Performance Mechanical (Carpenter/Laborer)	--	100%	--	--
Progress Glass Co (Glazier)	64%	100%	30%	42%
Rosendin Electric (Electrician)	56%	96%	--	18%
Sample Port Contractor (Laborer)	100%	100%	--	--
St. Francis Electric (Laborer)	--	89%	--	--

Contractor	% LIA	% LIA/ LBA	% LIA Apprentice	% LIA/LBA Apprentice
St. Francis Electric (OE)	--	85%	--	--
T&D Communications (Electrician)	--	84%	--	--
TDW Construction Inc (Cement Mason)	--	91%	--	--
TDW Construction Inc (Laborer)	--	100%	--	--
Thompson Const. Group (Cement Mason/ Laborer)	100%	100%	--	--
Thomas Eychner Co (OE)	76%	100%	--	--
Thompson Fence Co.	--	88%	--	--
Turner Construction Co (Laborer)	100%	100%	--	--
Universal Bldg Services (OE)	--	62%	--	--
Want Construction (Cement Mason)	--	50%	--	--
Want Construction (Iron Worker)	52%	52%	52%	52%
Wayne Swisher Cement (Cement Mason)	--	69%	--	--
Wayne Swisher Cement (Laborer)	--	100%	--	--
Williams Trucking (Teamster)	100%	100%	N/A	N/A

Table 5: **Contractors Within 85% of or Meeting One or More LIA/LBA Journey and Apprentice Dispatch Goals 2011 Work**

Contractor	% LIA	% LIA/ LBA	% LIA Apprentice	% LIA/LBA Apprentice
St. Francis Electric (Electrician)		55.40%		
St. Francis Electric (Operating Engineers)		55.30%		
McGuire and Hester (Carpenter)		100.00%		
McGuire and Hester (Laborer)	72.10%	99.00%		
McGuire and Hester (Operating Engineers)		56.10%		
McGuire and Hester (Teamster)		100%		
McGuire and Hester (Plumber)				20.30%
Gallagher and Burke (Laborer)		72.30%		
Gallagher and Burke (Operating Engineer)		46.60%		
Rosendin Electric (Electrician)	45.00%	64.60%		
ACCO Engineered Systems (Plumber)		100.00%		
Industrial Railways Company (Laborer)		82.20%		
Milestone Contractors, Inc. (Sheet Metal Worker)		86.10%		
Precision Traffic (Painter)		47.5%		
Williams Trucking (Teamster)		100.00%		
Beci Electric, Inc.		66.90%	30.30%	30.30%

Contractor	% LIA	% LIA/ LBA	% LIA Apprentice	% LIA/LBA Apprentice
Albay Construction Co (Carpenter)	50.00%	100.00%	50.00%	50.00%
Guarantee Glass Co		57.10%		
Advanced Office Services & Installations (Carpenter)	51.10%	100.00%		
O.C. Jones & Sons, Inc. (Laborer)		50.00%		
United Fence Contractors (Laborer)	73.50%	73.50%		
Metalset, Inc. (Iron Worker – 50 % non-LIA/LBA Apprentice Utilization)				
CF&T Concrete Pumping Inc. (Operating Engineer)		100.00%		
Universal Building Services (Operating Engineer)		50.00%		
Comack Plumbing (Plumber)		100.00%		

MAPLA Extension

During 2010, the Port and the Building and Construction Trades Unions signatory to the MAPLA negotiated successfully on establishing a five (5) year extension of MAPLA. Prior to this agreement, MAPLA had been in effect under an extension that provided continuation on a month-by-month basis unless, and until such time as, either the Port or the Unions provide 90-day notice of their desire to cease further extensions, providing coverage of new, qualifying Port and tenant projects. The new agreement (signed in February 2011) provides for a fixed extension period of five years, ending on December 31, 2015, providing coverage of new, qualifying Port and tenant projects.

The extension fixes MAPLA in place for a certain time, and allows the Port to achieve its objectives as established by Board policy. Specifically, those policies were to ensure project labor stability, provide employment opportunities for Port Local Impact Area (LIA) residents, and achieve Building Trades support for Port policies for the utilization of Port-recognized local, small businesses.

Social Justice Trust Fund

The low work levels under MAPLA during the year continue to adversely affect the amount of funds available for the Trustees of the MAPLA Social Justice Trust to grant to community agencies. For example, under \$12,500 was generated for the fund during the reporting period. This was based on approximately 82,000 work hours at the contribution rate of 15-cents per craft hour.

During 2010, the Trustees reviewed the issue closely in coordination with the MAPLA Social Justice Subcommittee. In early 2011, the Trustees made a grant of \$10,000 for continued support of a multi-community based organization program to support retention of apprentices and local workers (which grant was made in January 2011). As a result of this grant award, the total contributions to community based organizations, since the inception of the MAPLA Trust in 2000, is approximately \$385,000. The



Trustees deferred at their September 2011 meeting any decision on whether to make a grant in calendar year 2011.

Labor Relations

The MAPLA team is again pleased to report that no work stoppages occurred on projects working under the MAPLA in the reporting period. This is another outstanding achievement of sound labor relations under MAPLA. During the year, Andreas Cluver, the new Executive Secretary-Treasurer of the Building and Construction Trades Council of Alameda County, AFL-CIO, proved himself a committed and able partner in achieving MAPLA's labor harmony and social justice goals in the tradition of his predecessor, Barry Luboviski (who retired in 2009).

The largest MAPLA project in the period was the Aviation Project OFCC-2009-1 Tank Farm C Improvements with McGuire Hester as General Contractor. Issues did arise on this project reflecting the continuing tension on jurisdictional disputes among the Trades – aggravated by the continued sluggishness in the construction industry. The issues on this project centered on craft jurisdiction disputes between the Laborers and Pipefitters and were addressed with the assistance of the MAPLA team. They were successfully resolved in accordance with MAPLA dispute resolution procedures without incident.

The Transportation Security Administration (TSA) has tightened requirements for access to Airport facilities, which required action to facilitate a new process for Union unescorted access to Airport facilities. The MAPLA team worked with Executive Secretary-Treasurer Cluver to resolve obtaining unescorted access for six Union representatives at Oakland International Airport. This access is necessary (and procedures are established under MAPLA) to insure worker representation on airport projects by Union representatives qualified to receive the unescorted badging access through required background checks.

In related news, the San Francisco Board of Supervisors passed a Local Hire Ordinance requiring construction contractors on projects in excess of \$400k to have 25% of their construction crew to consist of San Francisco residents. The percentage increases over time to 50%. The Ordinance replaces goals and good-faith hiring with mandatory requirements. Contractors failing to achieve are subject to financial penalties. The Ordinance was opposed by both industry associations and the San Francisco Building Trades Council.

And, finally, the Northern California Carpenters have reached formal agreement with both the national and California Building Trades councils to participate in project labor agreement negotiations. The Carpenters International is not a member of either the AFL-CIO or the National Building & Construction Trades Department.

Local and Small Business Utilization

As a collective bargaining agreement, MAPLA is unique in providing protections and opportunities for Port LIA and LBA businesses to participate in the MAPLA covered



contracts issued for Port Maritime and Aviation construction projects. Over 90% of contracts have been issued to LIA/LBA businesses and LIA/LBA small businesses that enjoy a fair share, including contracts set aside for qualifying small businesses under the “exemption” program that allow such Contractors to enjoy the benefits of MAPLA without having to subscribe to MAPLA. Over two-thirds of the \$15 million in this program has been awarded.

Going Forward

The MAPLA team remains committed to the cost-effective management of its social justice and labor-management goals and objectives. Toward this end, the priorities for the next period are:

- With MAPLA's application to tenant projects, continuing to work with the Port's private partners and tenants to ensure application of MAPLA on Maritime and Aviation projects.
- Building upon the already successful Community-Port-Labor-Contractor forums and working relationships to secure best efforts at achieving the Port's social justice goals for local residents and businesses.
- Sustaining the highly productive and cooperative labor-management relationships that have proven a boon to the efficient execution of MAPLA covered projects.
- Continuing to streamline and make more cost effective the management and oversight of MAPLA in light of the reduced capital program it supports.

The MAPLA team is proud of MAPLA's achievements to date and is available to answer any questions the Board may have regarding its management and implementation.

Acknowledgments

This report was prepared with information compiled by the following:

Davillier-Sloan, Inc.
Ed Manning Consulting
Marstel-Day, LLC
Port of Oakland Engineering Division
Port of Oakland Social Responsibility Division



SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – Port Phase I Rail Improvement Project COMMUNITY INFORMATION SESSION #2, Wednesday, October 17, 2012

1. **Which category best describes your connection with the Port?**
 - ☐ I work at the Port of Oakland
 - ☐ I am related or know someone that works at the Port of Oakland
 - ☐ I live next to the Port of Oakland
 - ☐ I do or have done business with the Port of Oakland
 - ☐ Other: _____
2. **The information provided at Community Information Session was informative.**
 - ☐ Strongly Agree
 - ☐ Agree
 - ☐ Not Sure
 - ☐ Disagree
 - ☐ Strongly Disagree
3. **Information provided during the Community Information Session meeting was helpful in understanding the overall Oakland Army Base Master Plan.**
 - ☐ Strongly Agree
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4. **Information provided during the Community Information Session meeting was helpful in understanding the Port of Oakland Phase 1 Rail Improvement Project.**
 - ☐ Strongly Agree
 - ☐ Agree
 - ☐ Not Sure
 - ☐ Disagree
 - ☐ Strongly Disagree
5. **Information provided during the Community Information Session meeting was helpful in understanding why rail development is critical to the Port and project's long term success.**
 - ☐ Strongly Agree
 - ☐ Agree
 - ☐ Not Sure
 - ☐ Disagree
 - ☐ Strongly Disagree
6. **The Community Information Session meeting was helpful in understanding the Port of Oakland's Community Benefits Approach.**
 - ☐ Strongly Agree
 - ☐ Agree
 - ☐ Not Sure
 - ☐ Disagree
 - ☐ Strongly Disagree



SURVEY OF COMMUNITY FEEDBACK

7. I am supportive of the Port of Oakland's efforts to redevelop the Oakland Army Base.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

8. What was most valuable today?

9. What was least valuable today?

10. Please give your opinion of the overall length of the meeting

- ☐ Right length
- ☐ Too short
- ☐ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

12. Would you like to receive updates and notifications from the Port?

- ☐ Yes
- ☐ No

13. If you marked "Yes", please provide your contact information:

Name

Address

Email

**Port of Oakland
Oakland Army Base (OAB) Phase I – Rail Improvement Project
Community Information Session #2**

**Wednesday, October 17, 2012, 6–8pm
Cypress Mandela Training Center
2229 Poplar Street, Oakland, CA 94607**

Meeting Handouts:

1. Agenda with Glossary of Terms
2. OAB Maps: 1) Master Plan 2) Port of Oakland Rail Improvement Project
3. Port of Oakland Rail Improvement Project Community Benefits Approach
4. MAPLA Progress Report Summary (Jan. 2010-Jun.2011)
5. Meeting Feedback Form
6. Doing Business with the Port of Oakland Brochure & Certification Instructions
7. Your Port Your Partner Brochure
8. Port Jobs Brochure

Facilitator: Surlene Grant, Envirocom Communications Strategies, LLC

Summary of Questions & Answers Prepared by: Envirocom Communications Strategies, LLC

Port of Oakland Attendees:

Laura Arreola, Community Relations Representative	Jean Banker, Deputy Executive Director	Donna Cason, Contract Compliance Officer	Chris Chan, Director of Engineering
Matt Davis, Government Affairs Manager	Mark Erickson, Senior Maritime Projects Administrator	Commissioner Earl Hamlin	Joanne Karchmer, Government Affairs Specialist
Tim Leong, Port Environmental Scientist	Imee Osantowski, Port Principal Engineer	Mary Richardson, Deputy Port Attorney III	Connie Ng-Wong, Contract Compliance Officer
Lilia Zinn, Contract Compliance Supervisor			

Summary

On Wednesday, October 17th, the Port hosted a second community information meeting on the OAB Port Phase I Rail Improvement Project at the Cypress Mandela Training Center in West Oakland. Over 70 people attended, largely representing community-based organizations and individuals in the skilled trades. Port staff presented an update to build greater understanding and support on the project and to demonstrate the Port's continued commitment to engage with its diverse community as the project evolves. As part of this commitment, the Port will be holding information sessions regularly.

Agenda topics:

- Opening Remarks by Jean Banker, Deputy Executive Director
- Oakland Army Base (OAB) Development and Master Plan by Mark Erickson, Senior Maritime Projects Administrator
- OAB Community Benefits Approach by Richard Sinkoff, Director of Environmental Programs & Planning
- Overview of MAPLA by Jake Sloan, MAPLA Administrator/Davillier-Sloan, Inc.
- Port Phase I Rail Improvement Project by Chris Chan, Director of Engineering

Questions & Answers

The following is a summary of questions from the audience with corresponding answers by Port representatives.

Questions	Answers / Comments
<ul style="list-style-type: none">• Do you want the fastest most efficient rail system at the Port of Oakland?	<p>The Port seeks to build the most efficient rail system. The Port Rail Improvement Project (first phase) and the 7th Street grade separation project (future phase) are critical to rail efficiency at the Port.</p>
<ul style="list-style-type: none">• What is the plan to bring dock to rail service?	<ul style="list-style-type: none">• We are trying to accommodate terminals that desire dock to rail however we are severely challenged by size limitations. Our terminals are smaller in size from 50-200 acres, compared to Port of LA where terminals range from 500-1000 acres.
<ul style="list-style-type: none">• During your presentation you eluded to 80% of projected business that comes from rail. Please clarify?	<ul style="list-style-type: none">• About half of our import cargo arrives from China: 80% of that cargo goes out by truck and 20% goes out by rail.
<ul style="list-style-type: none">• In the surrounding cities like San Leandro, how do you plan to help mitigate some of the noise that comes from the rail?	<ul style="list-style-type: none">• There is no great or easy answer. Oakland residents share some of the same concerns regarding noise. We are trying to move goods to reduce highway congestion and trying to move more by

	<p>rail. We are working closely with rail companies and the Public Utility Commission.</p>
<ul style="list-style-type: none"> • Can Oakland compete? 	<ul style="list-style-type: none"> • The local region is growing at a rate of approximately 2-3% per year. We are prepared for future growth.
<ul style="list-style-type: none"> • What are the operational benefits of this project for dock workers? 	<ul style="list-style-type: none"> • This particular project opportunity does not include operations for the yard. The focus right now is the construction of the Outer Harbor Intermodal Terminal.
<ul style="list-style-type: none"> • Please tell us more about your plans to bring cargo in on barges. 	<ul style="list-style-type: none"> • The Port of Stockton is developing a pilot project to bring cargo in by barge or short sea shipping. The Port of Oakland is a partner on the project. • There will be fill material barged in for the development and construction of the City-owned portion of the OAB.
<ul style="list-style-type: none"> • What is the timeline for operational opportunities and request for proposals? 	<ul style="list-style-type: none"> • The timeline for having a fully operational new rail yard including integration with marine terminals is five years. Design and construction of the new rail yard is expected to take three years. The second phase for the development of new buildings (logistics and warehousing) is between 3-10 years out.
<ul style="list-style-type: none"> • Are construction workers required to carry a Transportation Worker Identification Credential (TWIC)? 	<ul style="list-style-type: none"> • No. The contractor will have other safety requirements for workers and will be available through a website.
<ul style="list-style-type: none"> • What is the estimate number of jobs and what trades will be targeted? 	<ul style="list-style-type: none"> • We can't fully estimate the number of Construction jobs but a total rough estimate is 50 full positions.
<ul style="list-style-type: none"> • Who will be eligible for these jobs? 	<ul style="list-style-type: none"> • Individuals that are qualified and trained in the specific trade.
<ul style="list-style-type: none"> • Will the Port adopt the same Community Jobs Agreement as the City of Oakland? And what will the Port require of existing tenants? 	<ul style="list-style-type: none"> • We will be taking a look at how successful the City's project will be performing with current commitments and requirements set by the Community Jobs Agreement.
<ul style="list-style-type: none"> • Will there be any breaks (allowances or forgiveness) for prospective employees with a criminal record? 	<ul style="list-style-type: none"> • We are aware of different provisions for temporary workers. Each position type is under a different agreement and as we renegotiate we will look at positions individually.

<ul style="list-style-type: none"> • How can you connect the people with construction jobs at the Oakland International Airport? 	<ul style="list-style-type: none"> • There are several construction opportunities at the Oakland International Airport. To learn more about job opportunities on these projects you may attend regular meetings of the Port of Oakland MAPLA Local-Hire Committee meetings where you can get information on training programs and pre-apprenticeship programs that lead to careers in the skilled trades.
<ul style="list-style-type: none"> • Is there a railroad connection serving both the Oakland Seaport and the Oakland Airport? This connection is an opportunity for job growth. • Does cargo move between the Port (maritime) shipping and the Airport? 	<ul style="list-style-type: none"> • A high volume of cargo moves through the seaport. Oakland International Airport also moves a great deal of cargo mainly through Federal Express.
<ul style="list-style-type: none"> • As part of community benefits, will the City of Oakland consider using the revenue funds from the giant billboards, and if so will the Port consider it too? Will it be in phases? 	<ul style="list-style-type: none"> • The Port is in agreement with the City of Oakland, to contribute to the West Oakland Community Fund as part of the development of the Oakland Army Base. The Port's commitment does not include payments from billboards.
<ul style="list-style-type: none"> • Is any outside investment allowed to the Port's funding? 	<ul style="list-style-type: none"> • Yes and there are no restrictions for outside capital funding. There is an influx of capital investments resulting in private and public growth on Port property.
<ul style="list-style-type: none"> • What is the strategy for recruitment of new apprenticeship plans to coordinate with the City of Oakland? 	<ul style="list-style-type: none"> • The Port's 10 year policy of Local Hire, referred to as MAPLA, will apply to the construction of the Port Phase I Rail Improvement Project. 50% of the work is to be performed by residents in the Port's Local Impact Area. As part of the project requirement, contractors must submit a plan for targeted recruitment or local-hire. The Port seeks a contractor that will work with local organizations, including the City of Oakland's Community Jobs Center in West Oakland.
<ul style="list-style-type: none"> • What do you think you can do to increase summer jobs and create lucrative careers with our kids? 	<ul style="list-style-type: none"> • We need to get kids excited about jobs at the Port of Oakland. The Port works with the City of Oakland Mayor's Summer Jobs program and implements a year round internship program as part of our workforce development commitment.
<ul style="list-style-type: none"> • How do I get a job at the OAB? 	<ul style="list-style-type: none"> • A job center is being established and other training and recruitment sites also tap into Port jobs.

<ul style="list-style-type: none"> • Who is hiring contract employees? 	<ul style="list-style-type: none"> • Currently MAPLA is the best way to gain employment with the Port. A clearing house has not been established. Contractors are always hiring new employees. You can always contact Jake Sloan with the MAPLA program at 510-385-1242 and I will answer any questions.
<ul style="list-style-type: none"> • How are you reaching out to the community surrounding cities and communities along the 880 corridor? 	<ul style="list-style-type: none"> • The Port has ongoing engagement efforts with communities surrounding the Oakland International Airport, which include communities along the 880. We will be looking at how to improve outreach on the OAB through our existing efforts.
<ul style="list-style-type: none"> • Do you have information that shows the differences in the environment with the new developments? How do you plan to reach out to the community on these issues? 	<ul style="list-style-type: none"> • The Port will track differences when the new rail yard is in operation. We are also committed to providing updates to the community.

Next Steps:

The Port plans to release a Request for Proposals for the design and construction of the Port Phase I Rail Yard in September/October 2012. The timeline also includes awarding of the construction contract in March 2013. At the next Community Info Session, the Port will report back with updates and project milestones.

###



PORT OF OAKLAND

OAB - Port Phase I Rail Improvement Project
Community Information Session #2, Wednesday, October 17, 2012, 6-8pm
Cypress Mandela Training Center

Port of Oakland Guestbook
SIGN - IN

Name	Affiliation (if any)	Would you like to be added to our mailing list? Y/N	Address	Phone	Email
Andy Perez	Union Pacific	Y	Oakland Intermodal Facility		
Sundra Tridott	Envirolon	Y			
Johnny Harper		Y			
Sonam Shah	BAAQMD	Y	939 Ellis St. San Francisco, CA 94109	415-749-5089	Sshah@baaqmd.gov
Laura Arreola	Forwardview				
Donna Cason	Port of Oakland				
LANFORD BREITWITZ	STIARICK	Y			
CHRIS OLIVAS	Schmitzer STEEL	Y			
Paul Chan	PAH	Y	7101 Edgewater Dr. O, 94621	510 615 5427	pchan@oaklandnet.com
Alb Zinn	Port of Oakland		530 14th St Oakland 94607	X 714 605	137inn@portofakland.com



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Name	Affiliation (if any)	Would you like to be added to our mailing list? Y/N	Address	Phone	Email
STEVE MARTIN	EBMUD	N			
CHRIS WILKIE	SHIMMICKS CONSTRUCTION	N.			
K. MATCHINE	ECF	Y			
SCOTT LEAHY	Buillocks Exchange Bay Area Realty	Y			
Walter Abernethy	880 Commodore	Y			
Don Cennill	Impact Trans	Y			
LaBette Starks	City Council Y+H Soda	Y		510 938-7030	elstarks@caltrans.ca.gov
Aimee Durfee	Feln	Y			
Marcus Holder	ILWU Local 10	Y			
PAUL THOMPSON		Y			



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Name	Organization	Would you like to be added to our mailing list? Y/N	Address	Phone	Email
Dennise Bous	H3	Y			
Bryan Pfeiffer	WSEIP				
Shmose Myers	EBASS	N			
Doug Bloch	Teamsters	Y			
Paul Finley	AWOP	N			
Cleminta Fields	A squared Ventures, Inc	Y			
John Herbert	WODG LLC	Y			
Bernard Dixon	Operations Priority	Y			
Wesley Maxwell	Teamsters				



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Name	Affiliation (if any)	Would you like to be added to our mailing list? Y/N	Address	Phone	Email
MARY JOAN KEAY	KEAY CONNECTIONS				
Andrea Lowe	Asquero Verde	Y			
Evelyn Hurdin	Port of Oakland		5815 Irving Ave RD Oakland 94618		eshacke@igc.org
Roy Rio	Wor				
Abel Guillen	Peraltaco	Y			
Shirana Clure	none	Y			
Cathy Dan	ILW	N			
Anna Lee	ACPHD				anna.lee@acgov.org
Cassandra Cummings					



PORT OF OAKLAND

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Port of Oakland Guestbook SIGN - IN

Name	Organization	Would you like to be added to our mailing list? Y/N	Address	Phone	Email
Fred Riches	LUISOL	✓			
Mi lee	TYCIN				
Mark Erickson	RA		530 Water St	7-1549	merickson@...
Isaac Koskoff	"				
Jake Sloan	DSI	✓			
Carolina Salazar	Senator Sam Hironaka	YES	1515 Clay St. Suite 2202 Oakland	(510) 286-1333	carolina.salazar@ca.gov
Steve Leach	WPPAC WPPAC	✓			
Richard Smith	Port	-	530 Water St Oak	627 1182	



SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – Port Phase I Rail Improvement Project
COMMUNITY INFORMATION SESSION #2, Wednesday, October 17, 2012

1. Which category best describes your connection with the Port?

- ☐ I work at the Port of Oakland
- ☐ I am related or know someone that works at the Port of Oakland
- ☐ I live next to the Port of Oakland
- ☐ I do or have done business with the Port of Oakland

☒ Other: Employment / Training.

2. The information provided at Community Information Session was informative.

- ☒ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

3. Information provided during the Community Information Session meeting was helpful in understanding the overall Oakland Army Base Master Plan.

- ☒ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

4. Information provided during the Community Information Session meeting was helpful in understanding the Port of Oakland Phase 1 Rail Improvement Project.

- ☒ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

5. Information provided during the Community Information Session meeting was helpful in understanding why rail development is critical to the Port and project's long term success.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

6. The Community Information Session meeting was helpful in understanding the Port of Oakland's Community Benefits Approach.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree



SURVEY OF COMMUNITY FEEDBACK

7. I am supportive of the Port of Oakland's efforts to redevelop the Oakland Army Base.

- ☐ Strongly Agree
☒ Agree
☐ Not Sure
☐ Disagree
☐ Strongly Disagree

8. What was most valuable today?

Understanding Port Community Benefit Program's
purpose & concept. Great!

9. What was least valuable today?

10. Please give your opinion of the overall length of the meeting

- ☒ Right length
☐ Too short
☐ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

12. Would you like to receive updates and notifications from the Port?

- ☒ Yes
☐ No

13. If you marked "Yes", please provide your contact information:

Name

Address

Email

0 0



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8. What was most valuable today?

OVERVIEW OF PROJECT

9. What was least valuable today?

THE QUESTIONS FROM AUDIENCE

10. Please give your opinion of the overall length of the meeting

- ☒ Right length
- ☐ Too short
- ☐ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

TIMELINES, OPERATIONS OF FACILITIES, CARGO TO RUN THROUGH FUTURE SITES.

12. Would you like to receive updates and notifications from the Port?

- ☒ Yes
- ☐ No

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Address

Email



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- ☐ I live next to the Port of Oakland
- ☐ I do or have done business with the Port of Oakland
- ☒ Other: Represent Port Workers

2. The information provided at Community Information Session was informative.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

3. Information provided during the Community Information Session meeting was helpful in understanding the overall Oakland Army Base Master Plan.

- ☐ Strongly Agree
- ☐ Agree
- ☒ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

4. Information provided during the Community Information Session meeting was helpful in understanding the Port of Oakland Phase 1 Rail Improvement Project.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

5. Information provided during the Community Information Session meeting was helpful in understanding why rail development is critical to the Port and project's long term success.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

6. The Community Information Session meeting was helpful in understanding the Port of Oakland's Community Benefits Approach.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree



SURVEY OF COMMUNITY FEEDBACK

7. I am supportive of the Port of Oakland's efforts to redevelop the Oakland Army Base.

- ☒ Strongly Agree
☐ Agree
☐ Not Sure
☐ Disagree
☐ Strongly Disagree

8. What was most valuable today?

Explaining the reasoning behind building in phases.

9. What was least valuable today?

Separating the clarifying questions & public input.

10. Please give your opinion of the overall length of the meeting

- ☒ Right length
☐ Too short
☐ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

more targeted meetings re community, labor, construction, financial.

12. Would you like to receive updates and notifications from the Port?

- ☒ Yes
☐ No

13. If you marked "Yes", please provide your contact information:

Name

Address

Email



SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – Port Phase I Rail Improvement Project
COMMUNITY INFORMATION SESSION #2, Wednesday, October 17, 2012

1. Which category best describes your connection with the Port?

- ☐ I work at the Port of Oakland
- ☒ I am related or know someone that works at the Port of Oakland
- ☐ I live next to the Port of Oakland
- ☐ I do or have done business with the Port of Oakland
- ☐ Other: _____

2. The information provided at Community Information Session was informative.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☒ Disagree
- ☐ Strongly Disagree

3. Information provided during the Community Information Session meeting was helpful in understanding the overall Oakland Army Base Master Plan.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☒ Disagree
- ☐ Strongly Disagree

4. Information provided during the Community Information Session meeting was helpful in understanding the Port of Oakland Phase 1 Rail Improvement Project.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☒ Disagree
- ☐ Strongly Disagree

5. Information provided during the Community Information Session meeting was helpful in understanding why rail development is critical to the Port and project's long term success.

- ☐ Strongly Agree
- ☐ Agree
- ☒ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

Middling

6. The Community Information Session meeting was helpful in understanding the Port of Oakland's Community Benefits Approach.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☒ Disagree
- ☐ Strongly Disagree



SURVEY OF COMMUNITY FEEDBACK

7. I am supportive of the Port of Oakland's efforts to redevelop the Oakland Army Base.

- ☐ Strongly Agree
☒ Agree
☐ Not Sure
☐ Disagree
☐ Strongly Disagree

8. What was most valuable today?

Hearing concerns from the crowd

9. What was least valuable today?

Presentations by staff

10. Please give your opinion of the overall length of the meeting

- ☐ Right length
☐ Too short
☒ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

SPECIFICS!! Especially HARD data---

12. Would you like to receive updates and notifications from the Port?

- ☐ Yes
☒ No

13. If you marked "Yes", please provide your contact information:

Name _____

Address _____

Email _____



SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – Port Phase I Rail Improvement Project COMMUNITY INFORMATION SESSION #2, Wednesday, October 17, 2012

1. Which category best describes your connection with the Port?

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- ☐ I am related or know someone that works at the Port of Oakland
- ☐ I live next to the Port of Oakland
- ☐ I do or have done business with the Port of Oakland
- ☒ Other: Public Health

2. The information provided at Community Information Session was informative.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

3. Information provided during the Community Information Session meeting was helpful in understanding the overall Oakland Army Base Master Plan.

- ☐ Strongly Agree
- ☐ Agree
- ☒ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

4. Information provided during the Community Information Session meeting was helpful in understanding the Port of Oakland Phase 1 Rail Improvement Project.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

5. Information provided during the Community Information Session meeting was helpful in understanding why rail development is critical to the Port and project's long term success.

- ☐ Strongly Agree
- ☐ Agree
- ☒ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

6. The Community Information Session meeting was helpful in understanding the Port of Oakland's Community Benefits Approach.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☒ Disagree
- ☐ Strongly Disagree



SURVEY OF COMMUNITY FEEDBACK

7. I am supportive of the Port of Oakland's efforts to redevelop the Oakland Army Base.

- ☐ Strongly Agree
☒ Agree
☐ Not Sure
☐ Disagree
☐ Strongly Disagree

8. What was most valuable today?

Timeline of the project

9. What was least valuable today?

charts were too small. Community Benefits presentation was confusing

10. Please give your opinion of the overall length of the meeting

- ☒ Right length
☐ Too short
☐ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

Comm. Benefits - air pollution reduction

12. Would you like to receive updates and notifications from the Port?

- ☒ Yes
☐ No

already on the list

13. If you marked "Yes", please provide your contact information:

Name _____

Address _____

Email _____



SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – Port Phase I Rail Improvement Project
COMMUNITY INFORMATION SESSION #2, Wednesday, October 17, 2012

1. Which category best describes your connection with the Port?

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- ☐ I live next to the Port of Oakland
- ☐ I do or have done business with the Port of Oakland

☒ Other: CBO - Bay Area Healthy 880 Communities

2. The information provided at Community Information Session was informative.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

3. Information provided during the Community Information Session meeting was helpful in understanding the overall Oakland Army Base Master Plan.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

4. Information provided during the Community Information Session meeting was helpful in understanding the Port of Oakland Phase 1 Rail Improvement Project.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

5. Information provided during the Community Information Session meeting was helpful in understanding why rail development is critical to the Port and project's long term success.

- ☐ Strongly Agree
- ☐ Agree
- ☒ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

6. The Community Information Session meeting was helpful in understanding the Port of Oakland's Community Benefits Approach.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree



SURVEY OF COMMUNITY FEEDBACK

7. I am supportive of the Port of Oakland's efforts to redevelop the Oakland Army Base.

- ☒ Strongly Agree
☐ Agree
☐ Not Sure
☐ Disagree
☐ Strongly Disagree

8. What was most valuable today?

all of it

9. What was least valuable today?

10. Please give your opinion of the overall length of the meeting

- ☒ Right length
☐ Too short
☐ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

12. Would you like to receive updates and notifications from the Port?

- ☒ Yes
☐ No

13. If you marked "Yes", please provide your contact information:

Name

Address

Email



SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – Port Phase I Rail Improvement Project
COMMUNITY INFORMATION SESSION #2, Wednesday, October 17, 2012

1. Which category best describes your connection with the Port?

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- ☐ I am related or know someone that works at the Port of Oakland
- ☐ I live next to the Port of Oakland
- ☐ I do or have done business with the Port of Oakland
- ☒ Other: longtime (unrelated)

2. The information provided at Community Information Session was informative.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

3. Information provided during the Community Information Session meeting was helpful in understanding the overall Oakland Army Base Master Plan.

- ☐ Strongly Agree
- ☒ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

4. Information provided during the Community Information Session meeting was helpful in understanding the Port of Oakland Phase 1 Rail Improvement Project.

- ☒ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

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- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

6. The Community Information Session meeting was helpful in understanding the Port of Oakland's Community Benefits Approach.

- ☒ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree



SURVEY OF COMMUNITY FEEDBACK

7. I am supportive of the Port of Oakland's efforts to redevelop the Oakland Army Base.

- ☐ Strongly Agree
- ☐ Agree
- ☐ Not Sure
- ☐ Disagree
- ☐ Strongly Disagree

8. What was most valuable today?

9. What was least valuable today?

10. Please give your opinion of the overall length of the meeting

- ☐ Right length
- ☐ Too short
- ☐ Too long

11. What topics would you like us to cover at future Community Information Session meetings?

12. Would you like to receive updates and notifications from the Port?

- ☐ Yes
- ☐ No

13. If you marked "Yes", please provide your contact information:

Name

Address

Email
