

Khamly Chuop

From: Oley, Ryan <roley@centerpoint.com>
Sent: Thursday, September 20, 2018 9:28 AM
To: Khamly Chuop
Subject: [EXTERNAL] REMINDER: Comments Due for Draft Seaport Air Quality Plan

Good morning Ms. Chuop,

Please see comments below following AQ/GHG consultant ESA Associate's review of the AQ Plan.

I will be in attendance, along with ESA, next week.

Thank you,

Ryan Oley

CenterPoint Properties
Development Manager | 510.506.1947 | roley@centerpoint.com

From: Chris Easter <CEaster@esassoc.com>
Sent: Wednesday, September 19, 2018 5:27 PM
To: Oley, Ryan <roley@centerpoint.com>
Cc: Jeff Caton <JCaton@esassoc.com>; Stan Armstrong <SArmstrong@esassoc.com>
Subject: RE: REMINDER: Comments Due for Draft Seaport Air Quality Plan

Hi Ryan-

There's a lot here and The Port has some very ambitious goals. But there also may be some great strategic opportunities for CenterPoint if handled proactively. My comments are organized into 3 broad topics:

- A. Questions/Comments for CenterPoint,
- B. Questions for the Port related to Financing the Proposed Actions, and
- C. Questions for the Port on other topics related to The Plan implementation.

Comment and Question for CenterPoint

Please be advised that the New AB617– Community Health Protection Program will have major implications for The Port, Tenants, On-Site Contractors and the surrounding community and may necessitate changes in this plan as CARB and BAAQMD are still developing compliance plans related to this new law. The first actions under this program will occur in January 2019.

Additionally, I noticed that CenterPoint entered into a 66-year lease with the Port covering approximately 27 acres of the Port- owned former Oakland Army Base (OAB), and applied for a CEC grant to provide charging infrastructure for its future warehouse development. How has this grant worked out for CenterPoint to date? Has work begun on that particular program?

Questions for The Port

Financing the Proposed Port Actions

1. For Strategy #1, which seeks to identify additional emissions reduction measures “above-and-beyond” regulatory compliance; will the Port provide financial incentive, or at least technical support – similar to the grants offered for the mobile source emissions (e.g. CHE)?
2. Will the grants and other incentive funding from non-Port sources identified in Strategy #6 be available for use at the tenant/operator level, or will it be a top-down approach managed at The Port level?
3. Does the Port have a specific ROI approach and methodology to determine affordability and will this be shared with tenants and other stakeholders as it is developed?
4. How will The Port prioritize funding specific actions in terms of stakeholder recipients? Will it be based on size of occupancy or some alternate metric? Does the Port have an estimate of the level of effort in terms of labor and the capital that may be required for a typical tenant to meet the requirements as outlined in The Plan?
5. As The Port obtains sufficient grant and incentive funding to enable the Port to reach the Plan goals, how will this funding be distributed in terms of projects, tenants, financing etc? It is also stated that The Port is available to be the lead applicant on behalf of multiple tenants and that some grants will require a public agency. What types of grants can tenants expect The Port to pursue? Are there alternate (non-grant) financing options being explored such as PPAs, ESCOs and other mechanisms?
6. Several Port truckers have received Prop 1B grants from the BAAQMD for additional low NOx and zero-emissions trucks. Can these grant applications be made available to other tenants so we can pursue them with a successful approach as a model and template? Does the Port have other grant-writing/financing support services available?

Program Process and Implementation Questions

7. As part of the near-term action plan, The Port will continue to work with its tenants to identify opportunities to deploy zero-emissions and convertible hybrid equipment. Please define what the term “work with” means in this context. What type of support can tenants expect?
8. Please describe the zero emissions on-going reporting program. (What emissions sources does it include in terms of stationary vs mobile)? Will this entail reporting that is above and beyond what’s required for BAAQMD and CARB regulatory programs?
9. Use of renewable diesel in diesel-powered equipment is identified as a near term measure. Generally, how will this be implemented in terms of engine retrofit and fuel supply? How will the feasibility process be undertaken and which parties have input?
10. Describe the proposed truck appointments and intelligent transportation systems improvements. Will there be a cost at the tenant-level?

11. What measures will be put in place to ensure there is limited disruption to tenant operations during the implementation of new infrastructure actions? Can The Port guarantee the On-Port availability of alternate fuels as tenants implement changes in fleet (e.g. Renewable Diesel etc)?
12. Will The Port keep the partnership and stakeholder engagement portion of the program transparent and provide access to meetings, policy information and changes in direction, schedule, funding etc? Who will be invited to the steering committee meetings? What are the next steps for the Plan? And will the Plan go through the CEQA process or is it exempt?

Happy to discuss these issues tomorrow on the telecon. There are some interesting opportunities and risks with this plan.

Best regards,

Chris Easter
Director

ESA | Environmental Science Associates

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From: Surlene Grant <sggrant@envirocommunications.com>

Date: Aug 28, 2018 6:04 AM

Subject: REMINDER: Comments Due for Draft Seaport Air Quality Plan

To: Surlene - work <sggrant@envirocommunications.com>

Cc:

Good morning,

This is just to remind you that review comments on the *Draft Seaport Air Quality 2020 and Beyond Plan* are due to the Port no later than **5:00 p.m. on Friday, August 31, 2018.**

You can find the plan and other information via this link:

<https://www.portoakland.com/community/environmental-stewardship/maritime-air-quality-improvement-plan/>

Submitting your comments by this date will allow the Port to review the comments and prepare to share information at the next Seaport Air Quality Task Force Meeting scheduled for Wednesday, September 26, 2018.

As a reminder, please send your written comments to:

Ms. Khamly Chuop

Associate Port Environmental Planner/Scientist

c/o Division of Environmental Programs and Planning

Port of Oakland

530 Water Street

Oakland, California 94670

Email: kchuop@portoakland.com

Additionally, do not hesitate to call Ms. Chuop at 510-627-1758 if you have questions regarding the Draft Plan or the review and comment process.

If you have questions regarding the Stakeholder Engagement process, please feel free to contact me. My information is below.

Thank you for your interest and participation with this important work.

Surlene

Surlene G. Grant

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"An idea well-expressed is like a design of gold, set in silver"

-Proverb

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