

MEETING SUMMARY - COMMUNITY INFORMATION SESSION #3

Oakland Army Base – Informational Forum

Port Phase 1 Rail Improvement Project

April 29, 2013

West Oakland Senior Center

6:00 – 8:00 p. m.

Meeting Summary

On Monday, April 29th the Port hosted a third community information meeting on the OAB Port Phase I Rail Improvement Project at the West Oakland Senior Center. Approximately 85 people attended. Port staff presented an update on the status of the project.

Agenda topics included:

- Opening Remarks by Jean Banker, Deputy Executive Director
- Oakland Army Base (OAB) Development and Master Plan by Mark Erickson, Senior Maritime Projects Administrator
- Introduction of the Balfour Beatty/Gallagher & Burk, JV team, as the general contractor for the manifest railyard component of the construction
- Overview of MAPLA by Jake Sloan, MAPLA Administrator/Davillier-Sloan, Inc.

Status of OAB Development

The City and the Port of Oakland each own roughly equal portions of the land that was formerly the Oakland Army Base. Initially, the City and the Port each had their own plans to develop the land. In 2011, the City and the Port decided to collaborate on a master plan to develop Port-serving businesses on both properties. There is also a large infrastructure phase that requires installation of utilities and new roads.

Rail development is important to future business growth at the Port. Rail will also assist in moving goods throughout the Bay Area, as well as the country, with less environmental impacts to the community.

This first phase of the project will create new jobs in construction immediately and other types of jobs later. Federal funds have more constraints, both on receiving those funds and restrictions on how the funds can be allocated.

See attached detail on project funding. The Port thanked all organizations and members of the community who helped by writing letters of support for both the state and federal funding for this project.

Port's Phase I includes:

- Deconstruction
- Manifest Railyard
- Support Railyard

Environmental Aspect of OAB

The Port has made a policy commitment to improving air quality. Rail is a more efficient mode of transportation and will assist in lowering our air emissions.

Update on OAB Master Plan Design /Port Phase 1 Rail Improvement Project

Building of the railyard will take up approximately 35 acres for the entire rail project. This includes the main line along with 5 sets of tracks, includes work within Union Pacific Railroad (UP will be constructing work within their own yard). Early demolition work will begin next month, in May. A project schedule is located within the materials we've passed out. TY Lin is working on design with Balfour Beatty/Gallagher & Burk JV (BB/GB). Demolition will begin on Building 802. Major grading will begin in September and continue through the winter. Construction will last through 2015.

Additional information from BB/GB, Joint Venture team:

We participate in a 16-week intern apprenticeship program, no pay but potential hires. We also sponsor Camp Trust – a children's summer camp for kids in W. Oakland.

MAPLA Overview

Jake Sloan, Administrator for MAPLA on all Port construction projects.

Discussions regarding a PLA began in 1998. It was adopted in 2000. Aim of MAPLA is different from most, it includes – safety standards, drug testing, local capacity building in Alameda and Contra Costa Counties, local hiring 50% of all hours were to be worked by local residents. It is about making a good faith effort to hire local business workers in the area. Local apprentices account for 20% of all hours worked. It is based on a social justice principle that funds from that funds collected are to address needs of local residents to get started in and stay in a trade. To date \$200,000 has been allocated from the Social Justice Fund. There has been significant community participation throughout the projects.

The Port was the first to implement anything like this. We were first in the nation to have local hiring rules. Now there are PLA's throughout the country and at other Ports. There are not enough of local residents to satisfy the needs of the projects. It is a good

time to get more residents into the trades to increase numbers of locals and to have a larger pool of workers available.

Questions & Answers

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

Question: What contracts have been let at this point?

Answer: Deconstruction and Manifest yard.

Statement from audience member: Given the rationale of combining all Federal dollars together, according to Title 49 Code of Federal Regulations, part 26, it states how the contractors are supposed to behave and how many by race should be participating in the work. There are no people working with you that look like me and that are from this community. Almost all of the monies have been spent (62%) and there has been no West Oakland engagement or hiring.

Question: Will you discuss what's left in terms of sub-contracting opportunity and how to engage community workers and people of color?

Answer: As contractors, we are only responsible to assist local and small businesses.

At this time, the Port is still in negotiation on the second contract, so we don't have the answer at this time.

Question: Do you have a disparity study? **Statement from audience member:** If you did, it would show no equitable distribution of your resources and that is not right.

Statement from audience participant: I am concerned more about African American participation. What is your process to ensure minority participation? How much of the 38% is left for open recruitment of local contracting opportunities?

Answer: Part of the remaining balance is for a small sub-contractor or two in the area.

Question: Are there Federal funds and what are the goals for DBE participation?

The funding for the manifest yard are primarily State Transportation Corridor Improvement Funds.

There are two pieces to the Phase I project with different funding sources:

Balfour Beatty/Gallagher & Burk JV project is state funded and the first construction to happen.

They committed to 62% local business utilization on their project, well above the project goal of 38%

Second part of the Phase I construction is federally funded and will have DBE goals.

Question: How much of the 62% of local participation is minority contractors? Local is local, but there are no minorities. What is happening with that and would you let Balfour answer this question.

The Port committed to a response at a later date.

Question: Referencing demolition of Building 802 in May/June... Wasn't that already torn down?

Answer: Correction, this work is for foundation demolition not building demolition. The building is already torn down.

Statement from audience participant: When this group defines local, we think of everyone in the community. Local to the community means in their own neighborhood. \$200,000 is nothing. How do you expect to train or utilize anyone with only \$200,000? Learning the building field takes a lot of money.

Answer: The Social Justice Trust Fund supports training programs and helps their recruitments access tools and equipment.

Question: What is Port or City doing to help more local community members get into the programs that will assist with job training?

Answer: The Port of Oakland MAPLA Social Justice Trust Fund is designed to help more local community members access job training.

Answer: Oakland residents are getting 16% of the program. We are tracking.

Response: Any specific suggestions?

Statement from audience member: Let's start vocational training again. Give some opportunities to high school students and assist kids in what they need to join a vocational school.

Statement from audience member: Is there any backlog of projects that will be coming forth? Speaking to union reps, I want to challenge the unions. There is a gap between

the need of work and the need of the people. This is an opportunity for youth to grow in your membership and for you to make an investment in this community.

Statement from audience member: The City has put a great deal of money and effort into the operation of the West Oakland Job Center. It will bring together local businesses and workers. One of the goals of the Job Center is to create opportunities for jobs. What is the commitment of BB/GB to work with the West Oakland Job Center?

Response from Eleanor Buchen, City of Oakland – Job Center staff are at the West Oakland Library. We are starting a new orientation and we are working with the Port to be more engaged with the Job Center. We currently have an RFP out to find a non-profit to run the center. The Center is a great step in working toward more jobs.

Question: When will you start the phase that adds more jobs? I am in logistics and would like to work at the OAB and in my community?

Answer: The operations phase for a rail operator won't begin until 2015. Warehouses on the Port side of property will lag behind City's side of operations. The City will have warehouses built by 2015-16.

Statement from audience member: I have sent information to Balfour Beatty/Gallagher & Burk to assist in outreach to minority contractors. With 62% local business utilization will you make an opportunity to work with minority contractors?

Answer: 62% percent of the business is within the local impact area or local business area. Our compliance is only 38%.

Question: Are you willing to increase the participation of minority contractors?

Answer: The sub-contractors have largely been chosen for the project. More opportunities for making money or jobs will come from purchase of supplies and materials related to these projects.

Statement from audience member: Please go further by requesting that contractors use the Job Center to help hire local residents. I also would like to learn more about the Port's plan for its operational phase. What is the Port doing right now to ensure there are local standards with its selected rail operator to ensure local participation?

Answer: It is an important topic and we want to have these discussions after the phase of identifying whether the City and Port working with Anacostia (rail operator) can be resolved.

Statement from audience member: What we are dealing with has been the same issues for over 70 years, predominantly white general contractors that won't reach out to

minorities. OUSD with help has done a great deal to empower minority businesses in Oakland.

Statement from audience member: The community feels that West Oakland is not strengthened by Port business. Hopefully you will do more for the locals so that you can share and strengthen the community you are a part of.

Art Shanks, Cypress Training Center - I was raised and worked in Oakland all my life over 21 years. In 1993, apprenticeships were created as a result of the Loma Prieta earthquake. We have to stop fighting in order to work together. How do we get kids to come into programs that can help them get jobs? We challenge residents to come into the program. We are partnered with apprenticeship programs. Any one in our program can go right into an apprenticeship program. The programs take four to five years. I congratulate Balfour/Gallagher for their apprenticeship program. If you want to bring people into the program, Cypress Training Center is right here. To date, 2,500 people have been placed into apprentice programs. There are barriers to employment, but they get the training. We should pull the kids off the street, so that they learn a trade that can sustain their lives and take care of their families.

Statement from audience member: We monitored the Oakland Airport Expansion Program. At the height of the project, there were 52 individuals ready to work. We were able to place only 12. Mr. Shanks cannot attack labor or contractor unions. Those are the facts. I am telling you what I observed at the height of your growth. The minorities that were prepared, were still excluded.

Next forum will be held in Fall 2013.



Oakland Army Base – Port Phase I Rail Improvement Project

COMMUNITY INFORMATION SESSION #3

Monday, April 29, 2013
West Oakland Senior Center
1724 Adeline Street, Oakland CA 94607
6:00 – 8:00 pm

AGENDA

Meeting Begins Promptly @ 6:15pm

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- | | | |
|--|---|--|
| I. | Welcome & Introductions <ul style="list-style-type: none">• Jean Banker, Deputy Executive Director, Port of Oakland• Port of Oakland Commissioners• Additional Acknowledgements | Emcee: Isaac Kos-Read,
Director of External Affairs
Port of Oakland |
| Introductions: <ul style="list-style-type: none">• Port of Oakland's New Social Responsibility Director, Amy Tharpe• Port of Oakland's design-build contractor, Balfour Beatty /Gallagher & Burk Joint Venture<ul style="list-style-type: none">○ David DeSilva, Principal | | |
| <hr/> | | |
| II. | Why We Are Here | Isaac Kos-Read,
Director of External Affairs
Port of Oakland |
| <hr/> | | |
| III. | Overview of the Port Owned-Portion of the Former Oakland Army Base (OAB) Development <ul style="list-style-type: none">• Update on OAB Master Plan• Port Phase I Rail Improvement Project
• Update from Balfour Beatty /Gallagher & Burk Joint Venture | Mark Erickson
Senior Maritime Projects
Administrator, Port of Oakland

Chris Chan
Director of Engineering,
Port of Oakland |

Q&A (Facilitated by Laura Arreola,
Community Relations Rep. Port of
Oakland)



IV. Port of Oakland OAB Community Benefits

- Overview of the Port of Oakland Maritime Aviation Project Labor Agreement (MAPLA)

Jake Sloan, MAPLA
Administrator/ Davillier-Sloan,
Inc

V. Public Input Session

Facilitated by
Laura Arreola,
Community Relations Rep.
Port of Oakland

VI. Closing Remarks

Isaac Kos-Read,
Director of External Affairs
Port of Oakland

VI. Meeting Adjournment

Port Commissioners and Staff
will be available to answer one-
on-one questions

Thank you for your participation!



Oakland Army Base – Port Phase I Rail Improvement Project

COMMUNITY INFORMATION SESSION

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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

**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?	The Port seeks to build the most efficient rail system. The Port Rail Improvement Project (first phase) and the 7 th Street grade separation project (future phase) are critical to rail efficiency at the Port.
<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.

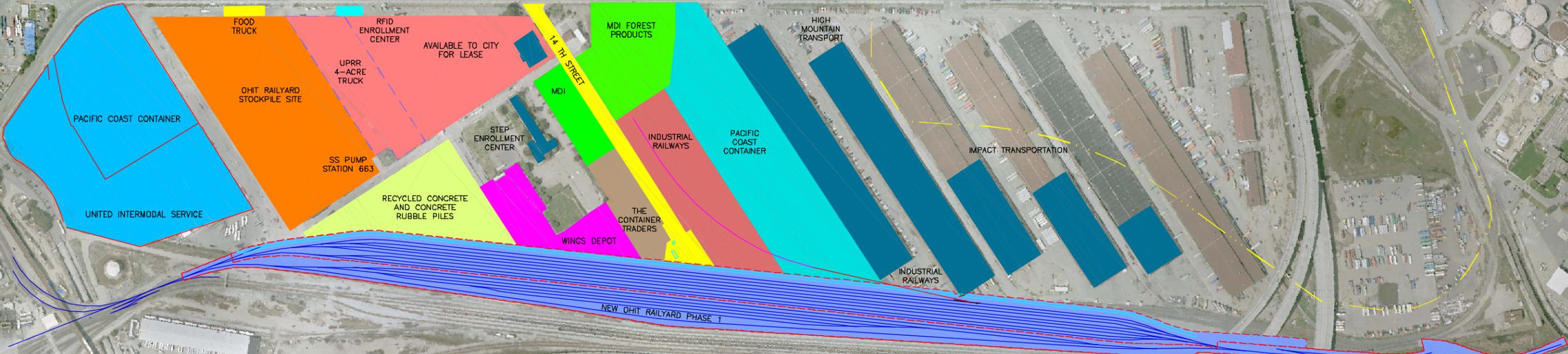
###

PORTS AMERICA
OUTER HARBOR TERMINALS

CCIG/PROLOGIS/CITY
DEVELOPMENT
AREA

MARITIME STREET

14 TH STREET



CAUTION: THIS PLAN MAY BE REDUCED 0 1" 2" ORIGINAL SCALE

PORT OF OAKLAND
 530 WATER ST. OAKLAND, CALIFORNIA

EXISTING AND PROPOSED TENANT LEASE AREAS
FORMER OAKLAND ARMY BASE

PRINT DATE 04-17-13 18:57:19 \\10.1.107\home\brmacdonnell\My Documents\OHIT-7th Street\Presentations\048 Tenant Lease.dwg Printed by brmacdonnell

PHASE 1 DEVELOPMENT

<u>Project Element</u>	<u>Estimated Cost</u>
Environmental Remediation (Phase I City and Port lands)	\$11,400,000
New Infrastructure (Phase I City and Port lands)	\$247,241,000
City Recycling Center	\$46,600,000
City Logistics Buildings	\$99,400,000
Port Rail Yard	\$94,600,000
Phase I Total Cost	\$499,241,000

<u>Funding Source</u>	<u>Funding Amount</u>
State - Trade Corridors Improvement Fund	\$242,141,000
Federal - TIGER IV	\$15,000,000
City of Oakland	\$54,500,000
Port of Oakland	\$15,700,000
Private - Prologis, CCIG & Recycling Companies	\$171,900,000
Total	\$499,241,000



PORT OF OAKLAND



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	Cumulative Results Thru December 2009		January 2010 through June 2011			Cumulative Results Thru June 2011		
	MAPLA Hours	% of Total	MAPLA hours for	% of Total	Apprentice Trades hours only	MAPLA Hours	% of Total	MAPLA Goal
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

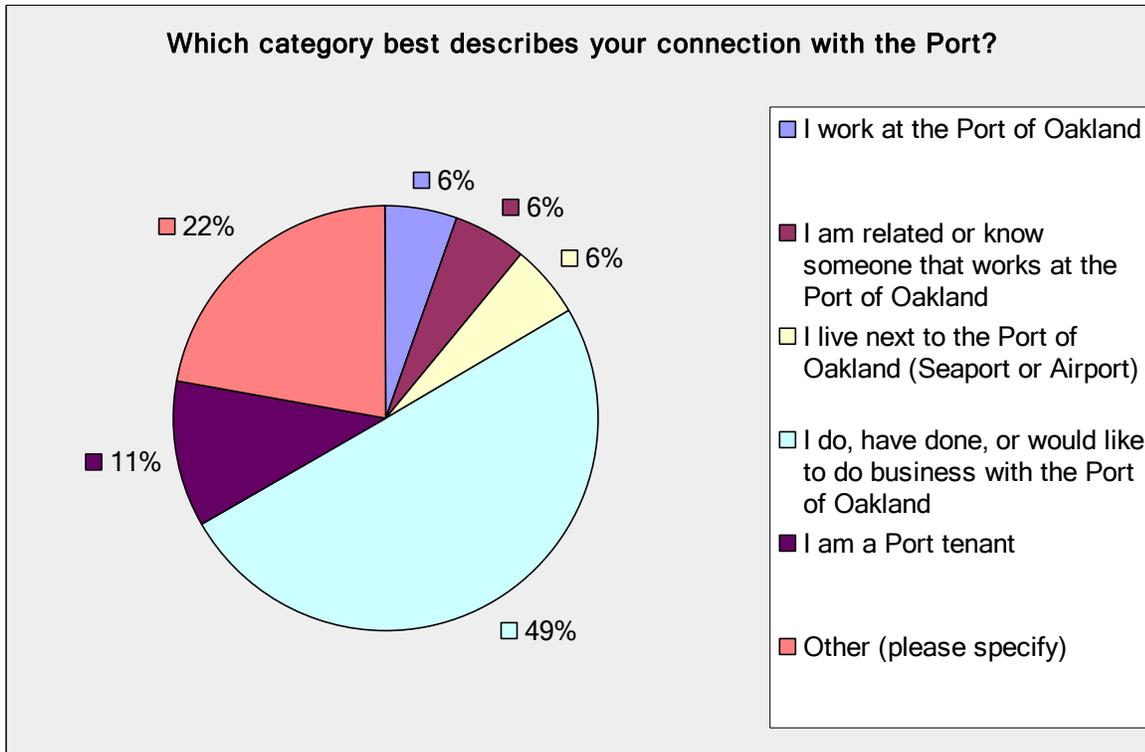


SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – COMMUNITY INFORMATION SESSION #3
April 29, 2013

Total Survey Responses: 18
Total Invitations: 70

1.



Other (please specify)

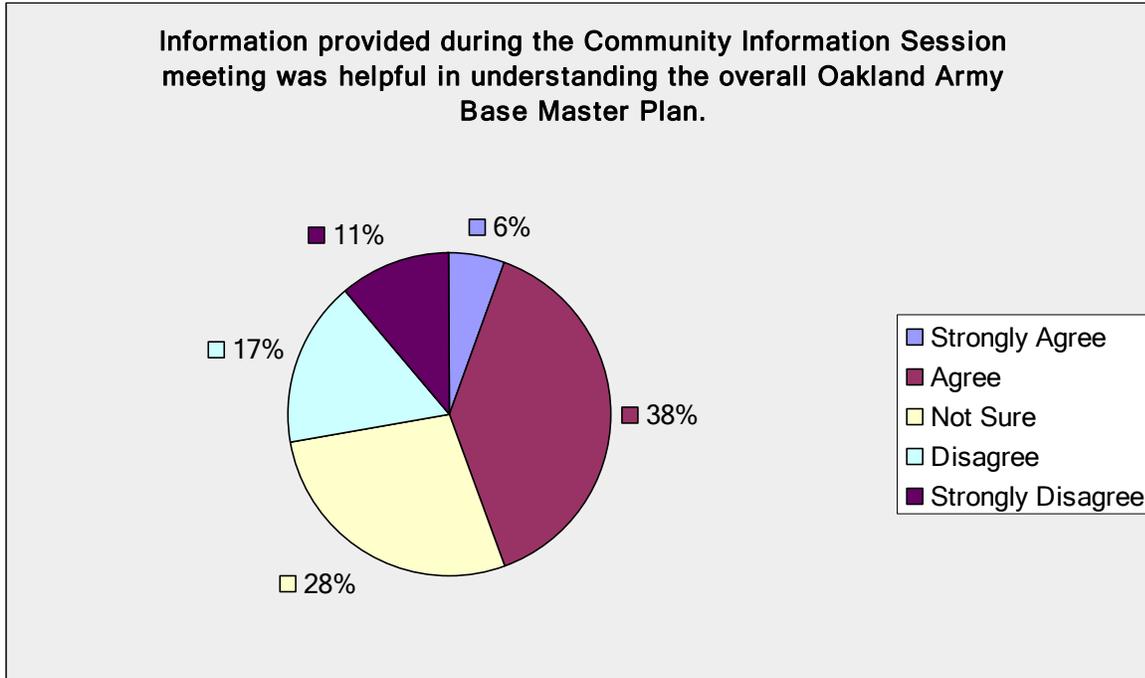
- 1 I work in public health
- 2 Represent port workers
- 3 I am on the Land Use & Transportation Committee at work
- 4 i am interested in port operations



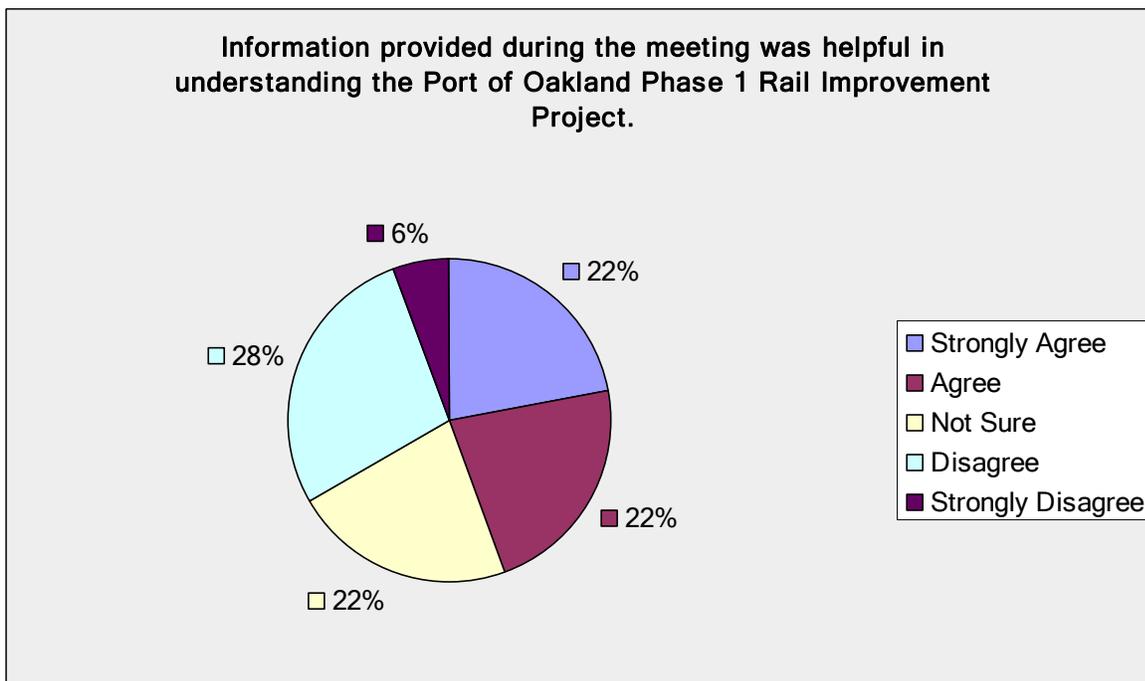
SURVEY OF COMMUNITY FEEDBACK

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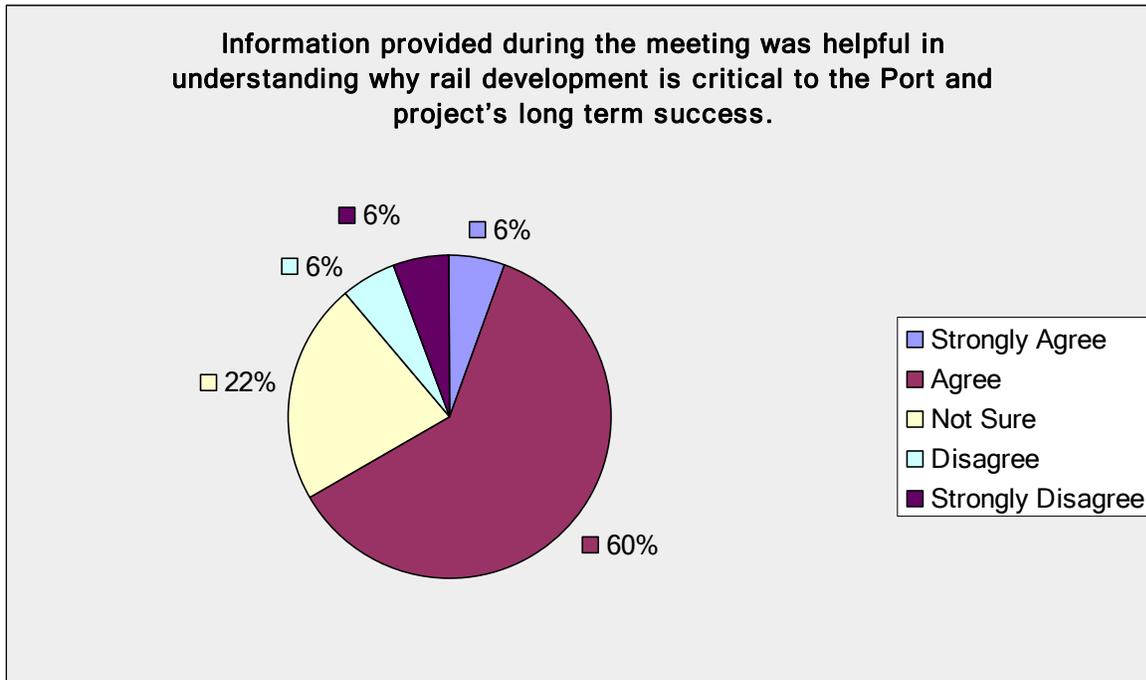




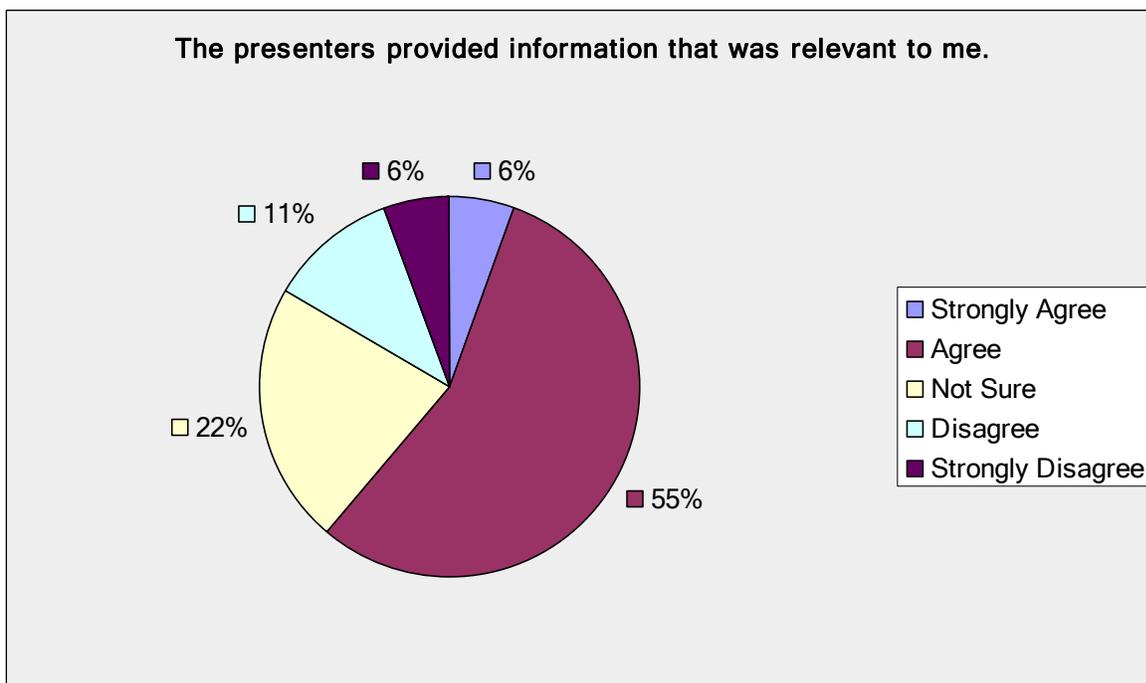
SURVEY OF COMMUNITY FEEDBACK

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4.



5.

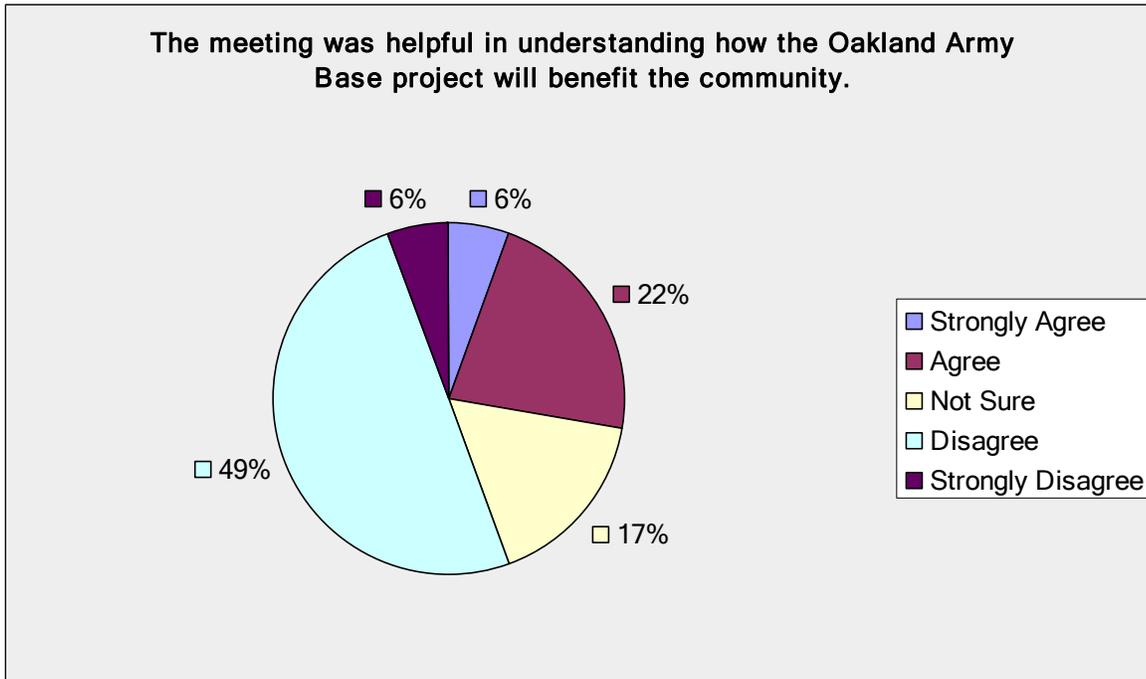




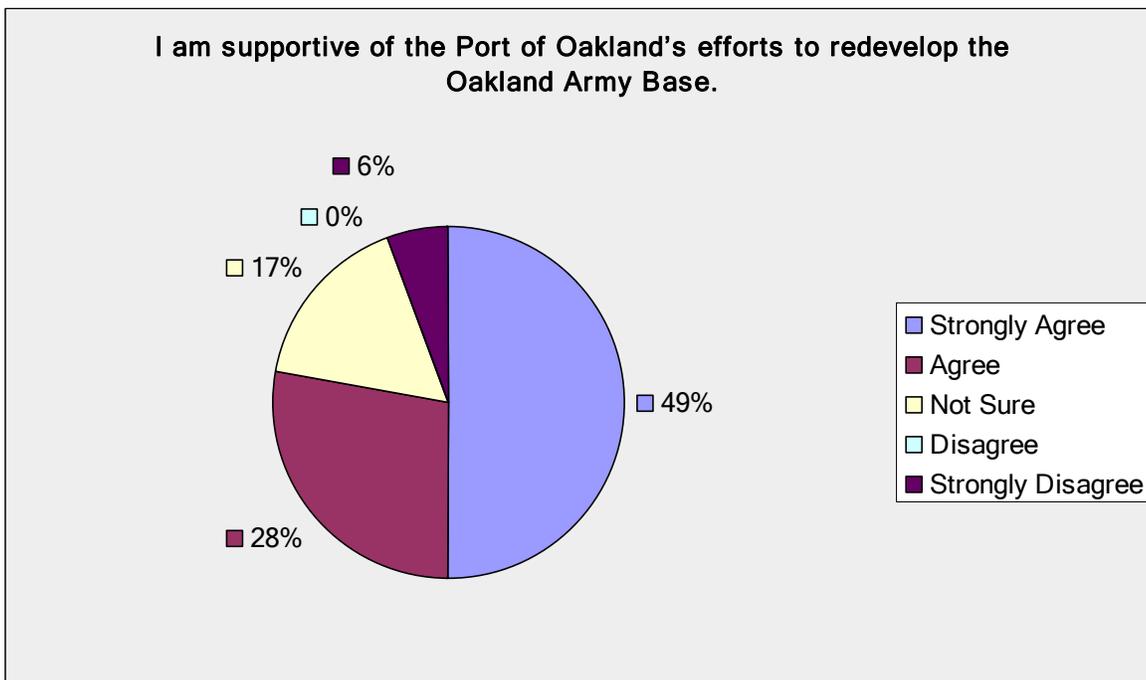
SURVEY OF COMMUNITY FEEDBACK

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6.



7.





SURVEY OF COMMUNITY FEEDBACK

Oakland Army Base – COMMUNITY INFORMATION SESSION #3 April 29, 2013

8. What did you like most about the meeting?

- 1 Large attendance from Port of Oakland Board Members and staff
- 2 Meeting key project people
- 3 Meal and information provided concurrently.
- 4 location, offering food and attendance of board and staff. well attended
- 5 The Port is making an effort to keep the community informed of the project schedule and players.
- 6 Nothing
- 7 The prepared agenda
- 8 That it happened.
- 9 Port commissioners and staff obviously put great energy into meeting.
The community members were willing to express themselves about their hopes for being included in the bidding process for contracted work with the POO. The expressions of disappointment by some community
- 10 members, who said that there was not equitable distribution of contracts during the bidding process, was passionate and insightful. Hopefully, these comments will be considered during the next POO bidding process.
- 11 The information presented in the beginning about the goals and progress to date.
- 12 The book the Oakland army base an oral history
- 13 food

9. What was least valuable?

- 1 on going input from locals that did not allow the progress and forward plan of project to be presented clearly
- 2 lack of clarity on inclusion and community benefits
- 3 Rudeness of some participants.
- 4 The meeting started late.
- 5 lack of response to residents concerns about job and training benefits for West Oakland residents
There were really no opportunities for small and local businesses. The meeting was more of a community forum
- 6 that allowed comments but offered no solutions or commitment from the Prime Contractor that small local firms would be included in the building of the project.
Having all those people at the table and none of them expressed an interest in involving the community in the
- 7 work, only trying to justify why this work will benefit the community (but really meaning how this work will benefit them)
- 8 Disruptive audience. Out of order. Intimidating speakers
- 9 I dont think Port staff talks to the people they read their prepared information. Presentations need to be more personal or directed to the audience.
- 10 No clear answers for basic questions.
- 11 There was nothing learned or expereinced at this meeting that I did not consider valuable.
The acrimoniuis comments from the community. I'm not sure that I would deem them invaluable, as they continue
- 12 to point out the disparity between the goals of the City and the Port and the concerns of the African American community, which are very valid.
- 13 The continuous arguing from neighborhood speakers and public were disconnected.
- 14 I was hoping for a more professional public.
- 15 questions and answers session was unorganized



SURVEY OF COMMUNITY FEEDBACK

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April 29, 2013

10. What topics would you like us to cover at future meetings regarding this project?

- 1 specific plan on small, local, emerging business inclusion
- 2 How small/minority participation will be monitored and celebrated for the successes.
- 3 environmental impact. The project was presented as a done deal not as what else can we incorporate to improve the benefits to the community
- 4 environmental issues - air quality, environmental justice, climate change
- 5 Specific opportunities for small local businesses and if there are none, that should be stated on the flyer promoting the meeting.
- 6 Don't waste my time
- 7 Future goals for local hire and local business
- 8 What is the city doing and what is the port doing when does each start how do they relate to each other what is the impact going to be on the neighborhood and what is the port/city doing to mitigated problems before the occur.
- 9 Actual status, not proposed or envisioned.
I would like to see some sort of tutorial, if you will, on how to have a better chance of securing a contract with POO.
- 10 Exactly what and how long will it take? Also, perhaps some give-aways would be helpful. (DVDs or a workshop explaining the bidding process from start to finish would be beneficial)
- 11 Solid information on the project's progress.
- 12 Clearer allegation of funds
I wanted to hear more about the future of the Base and not just how it is going to be build.
- 13 What are the long term plans?
- 14 jobs

11. Any other comments?

- 1 I believe format should be changed to: Present the progress along with time line, and future time line of project and then allow the audience to ask questions or make statements.
- 2 quit including so called port operatives who are door blockers
- 3 Suggest limiting comment time and per-screen comments/questions with comment cards. Maybe more of an open house format (no microphones).
I would like to see the design be more people oriented. To include bike paths and running corridors and green belts; so that the port have more value to the residents of Oakland. At night the port is emnty; it could be a great place to walk, run and bike. Also adding bike path will aloud workers to come to work bu bike in a safe manner. the bike path can be lined with trees that would filter the air reducing dust and air pollution. Also swales can be part of the sidewalks/paths design filtering and infiltrating the stormwater runoff. the warehouses could have green roofs; a design that significantly reduces dust and air pollution in surranging areas. the corridors on both sides of the rail extensions could have paths, trees and swales. i would ask the port to look pass today's standard design and look at this project as what could be a vission of the future; thinking of a more livable green port. This approveach will also safe the port money on future environmental compliance cost. Let me know if you need help with this.
- 4
- 5 thanks for the survey!
- 6 None, thanks.
- 7 Do something relavent for the community and not just fo the Port and there big contractors
- 8 Next meeting A plain dressed police officer may be helpful as a precautionary measure.
produce a model of what the area looks like today and what it will look like 2014, 2016, 2020 etc do something the people can understand give them something they can put their hands around. Put some of the neighbors in a bus and bring them down here so they can see people working, clean air people like them earning a living.
- 9



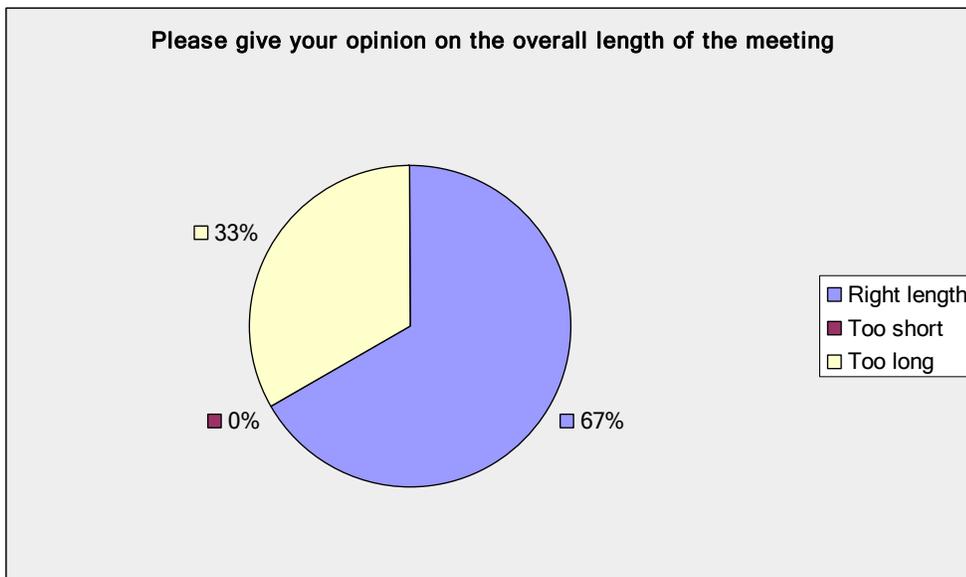
SURVEY OF COMMUNITY FEEDBACK

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- 10 Joint meeting with city would be great, include Councilmember from district.
- 11 Overall, this was a very good opportunity for the community of West Oakland to meet with the POO executives and to give POO an idea of what the West Oakland community want, need and feel is best for their community to grow and thrive. Thank you.
- 12 I would be interested to see if the Balfor Beatty JV people make any attempt to reach out to the community - sor to lend their support to groups like the Mandella Training Center.
- 13 Change format. Suggest presenting all information and the all questions at the end. Also no food. Drinks and light snack only

12.



13. What suggestions do you have regarding venue, scheduling or similar matters?

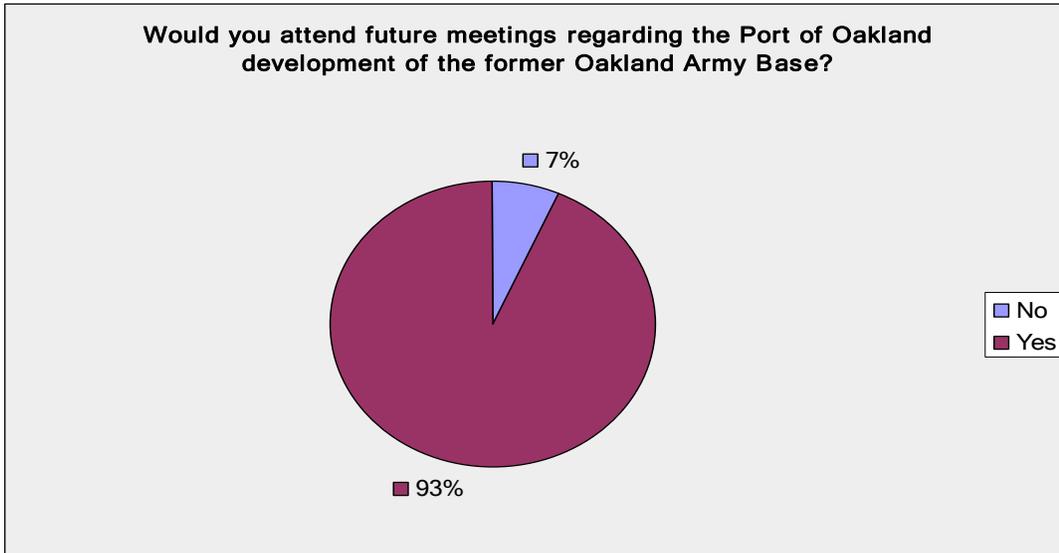
- 1 No food - people will come and give feedback and hear presentation without food if they really care
- 2 meet in the port board room
- 3 Needed more AC. Felt kind of hot.
- 4 Check if there is conflicts with other community meetings. There was an EPA west oakland superfund clean up meeting at the same time of your meeting.
- 5 Venue was good as the project is in West Oakland and the time allowed for business owners to make it to the meeting.
- 6 Know your community and your audience
- 7 None
- 8 That is a good venue for the neighborhood, but they need to come to the Port and see what goes on.
- 9 Bigger place with more community outreach.
- 10 The venue was good. It was spacious enough for th meeting. It was scheduled at a good time. Perhaps the meeting can be an hour and a half (1 - 1/2) instead of two hours.
- 11 venue was good
- 12 please hold meetings on weekend



SURVEY OF COMMUNITY FEEDBACK

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14.



15.



Other (please specify)

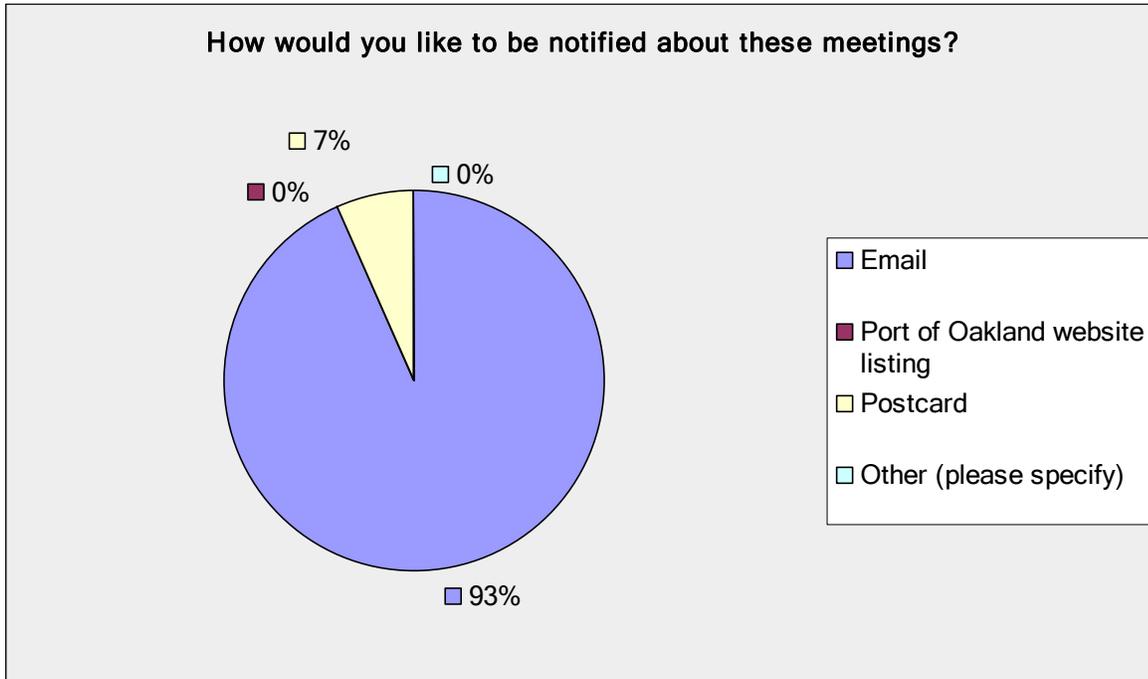
- 1 As needed, if something is going to affect the neighborhood they need to know in advance.
- 2 when you have updates



SURVEY OF COMMUNITY FEEDBACK

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16.



17.

