



**PORT OF OAKLAND
SEAPORT**

Seaport Stakeholder Roundtable Meeting #4

Thursday, October 27, 2021

10:00 am – 12:00 pm

AGENDA

1	WELCOME & INTRODUCTIONS	Danny Wan, Executive Director, Port of Oakland
2	CURRENT OPERATIONS AND DEVELOPMENTS	Bryan Brandes, Director of Maritime, Port of Oakland
3	SEAPORT PLAN: CONTEXT AND STUDIES	Richard Sinkoff, Environmental Programs & Planning, Port of Oakland
4	WEST OAKLAND COMMUNITY AIR ACTION PLAN ("WOCAP")	West Oakland Environmental Indicators Project/Bay Area Air Quality Management District
5	CITY OF OAKLAND: INDUSTRIAL LANDS POLICY	William Gilchrist, Planning Director, City of Oakland
6	BREAK	Dan Smith, Principal, The Tioga Group, Inc.
7	LONG-TERM SEAPORT TRANSPORTATION AND CIRCULATION STUDY	Radiah T. Victor, Senior Port Strategic Planner, Port of Oakland Aaron Elias, Engineer, Kittelson & Associates
8	BREAKOUT ROOM DISCUSSIONS/REPORT BACK	Dan Smith, Principal, The Tioga Group, Inc.
9	NEXT STEPS/SCHEDULE AND CLOSING	Bryan Brandes, Director of Maritime, Port of Oakland

SEAPORT STAKEHOLDER MEETINGS

SSR Meeting Date	SSR Meeting Topics
1) July 1, 2021 Meeting #1	EXISTING CONDITIONS Establish the Seaport Stakeholder Roundtable <ul style="list-style-type: none">• Introduce the Seaport Plan and its development process• Gather feedback on the Roundtable and on the Seaport Plan
2) August 26, 2021 Meeting #2	EXISTING CONDITIONS Seaport 101: Liner Operations/ Commodities/Markets & Terminal Operations <ul style="list-style-type: none">• Why Oak?• Vessel Scheduling• What drives calls to Oak?• Ship Size --Turning Basin & Dredging• Discharge to Gate Out
3) September 22, 2021 Meeting #3	EXISTING CONDITIONS Seaport 101: Truck/Container Parking and Transloading



Current Operations & Developments



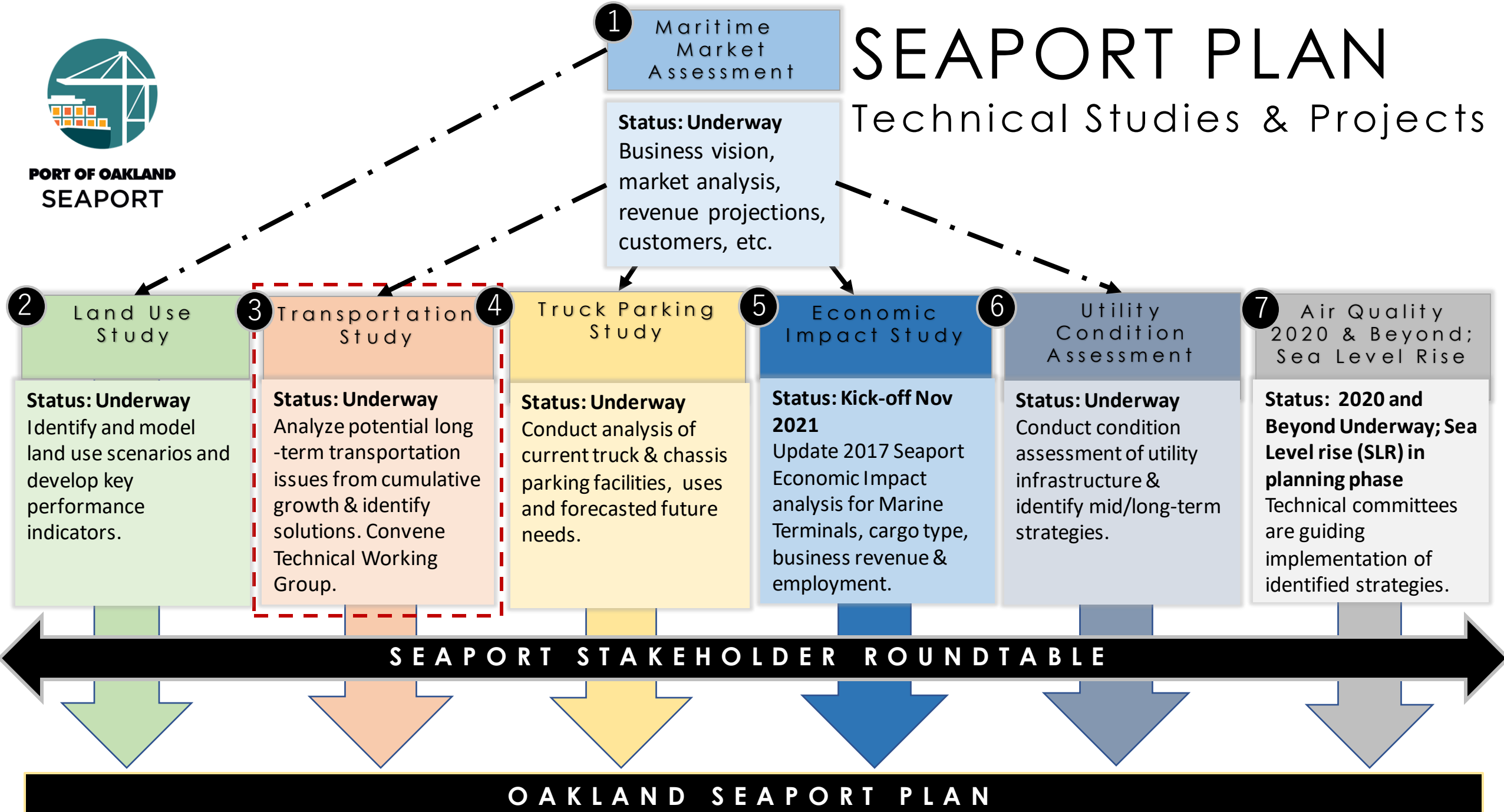
Seaport Plan: Context & Studies



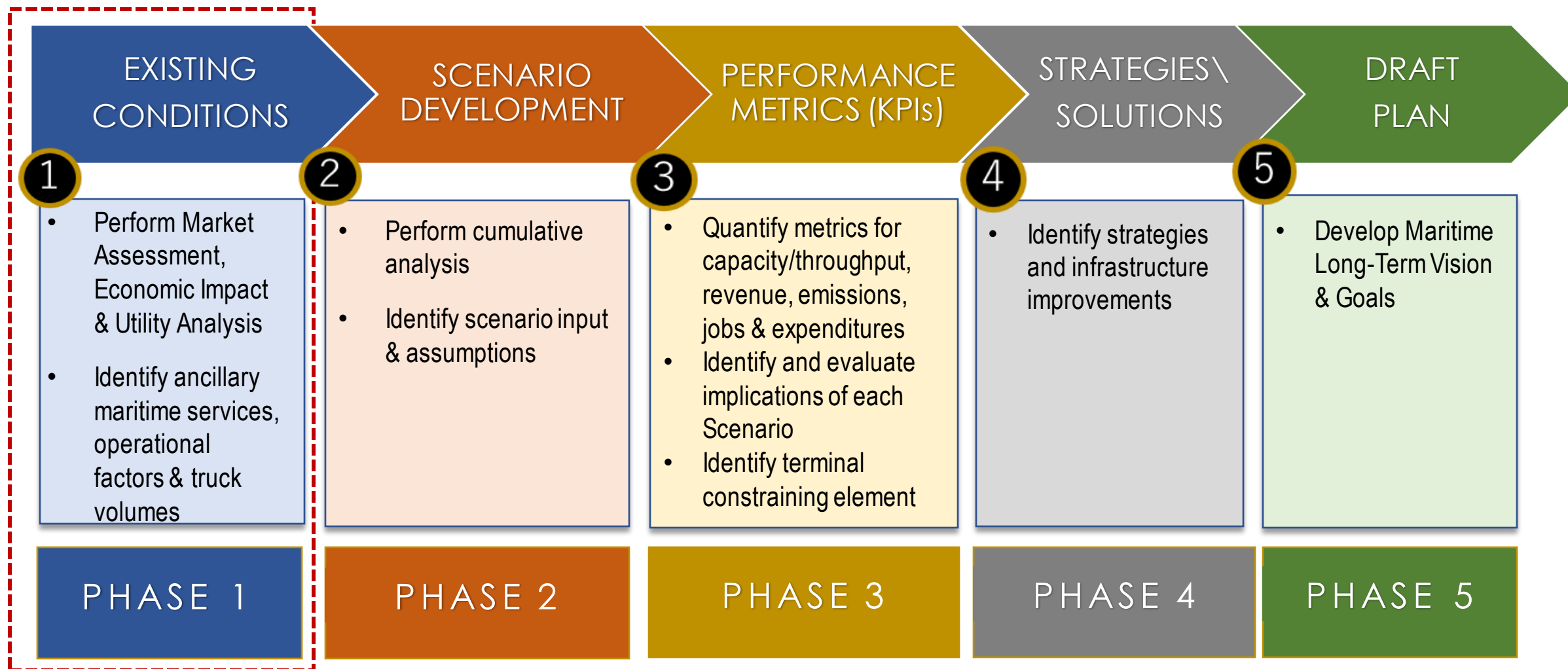
**PORT OF OAKLAND
SEAPORT**

SEAPORT PLAN

Technical Studies & Projects

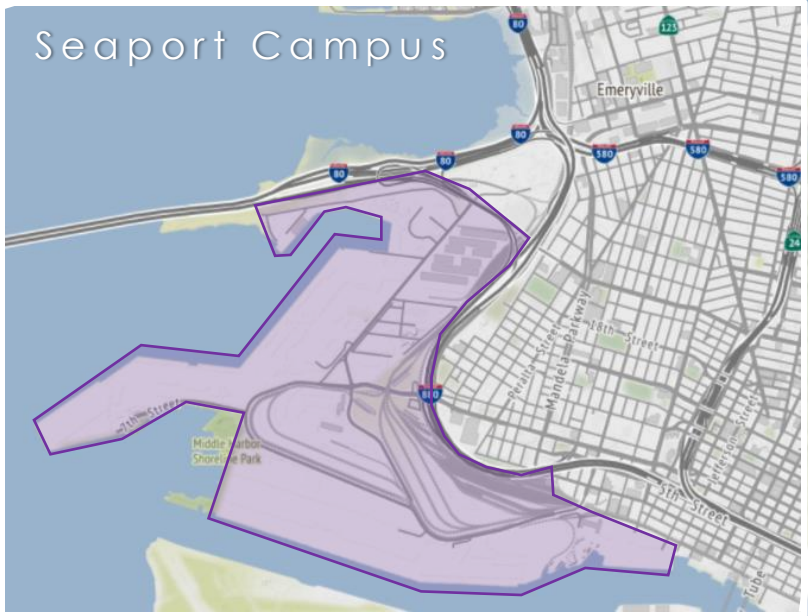


SEAPORT PLANNING APPROACH



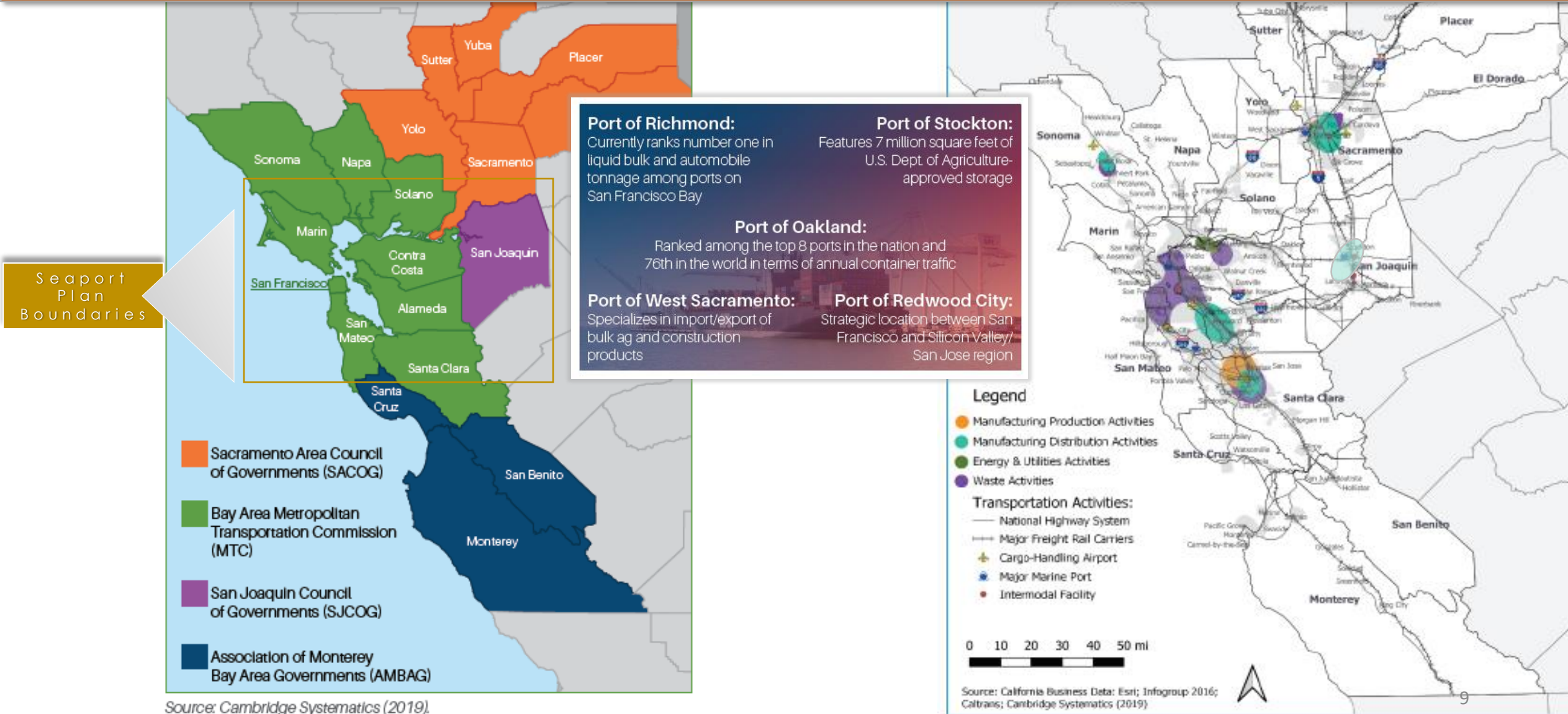
OAKLAND SEAPORT PLAN

Boundaries



- Seaport Campus
- Local Area
- Regional Area – Remaining Area

MEGAREGION GOODS MOVEMENT CONTEXT





West Oakland Community Air Action Plan (WOCAP)

Owning Our Air: The West Oakland Community Action Plan

Seaport Stakeholders Roundtable
Port of Oakland
27 October 2021



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT



**West Oakland
Environmental
Indicators Project**
know which way the wind blows



Outline

Owning Our Air Overview

Implementation Progress

Priorities for Seaport Planning



Owning Our Air Overview

FINAL



OWNING OUR AIR

The West Oakland Community Action Plan – **Volume 1: The Plan**

October 2019

A joint project of the Bay Area Air Quality Management District and West Oakland Environmental Indicators Project



BAY AREA AIR QUALITY
MANAGEMENT DISTRICT



West Oakland
Environmental
Indicators Project
know which way the wind blows

- Co-led by West Oakland Environmental Indicators Project (WOEIP) and the Air District
- Plan developed by community Steering Committee
- Adopted by Air District Board in October 2019
- Implementation guided by Steering Committee, community and agency partners



Implementation Progress

Health

Health Equity Advisory Committee formed

City Council to hear health-protective City Planning Code Amendments

Urban Greening grants from MTC, ACTC, CARB & Port totals 1M+

Land Use & Mobile Sources

CWS to move to Gateway Industrial District

“EV-ready” buildings are required; NG in new buildings banned

Sustainable Port Collaborative formed

City develops tools to reduce emissions from truck-attracting businesses

Regulations & Enforcement

On-going Air District inspections of all permitted sources in West Oakland

CARB adopts Advanced Clean Truck regulation & amends At-berth reg.

CARB amends Harbor Craft Regulation – November 2021

CARB amends TRU reg. in 2022 (expected)

West Oakland Investments

Port’s Capital Improvement Program investing in electrical distribution upgrades to support zero emission equipment

30 hydrogen fuel cell drayage trucks demonstration at POAK

Commitment to Near-Zero and Zero Emission dredges

Tugboats at POAK repowered with cleaner diesel engines



Priorities for Seaport Planning

- Expand infrastructure for Zero Emission Cargo Handling Equipment and Drayage Trucks
- Prioritize use of zero emission yard hostlers for terminal-railyard container moves
- Increase local renewable power generation and storage, with a goal of keeping vessels on shore power during grid power emergencies
- Modify City Ordinances/Port Policies to allow zero emission Yard Hostlers on local streets
- Expand long-term truck parking along the waterfront
- Increase community involvement in implementation of Truck Management Plan
- Improve equity for independent owner-operators/small trucking firms when implementing new technology (ZE trucks, GoPort)



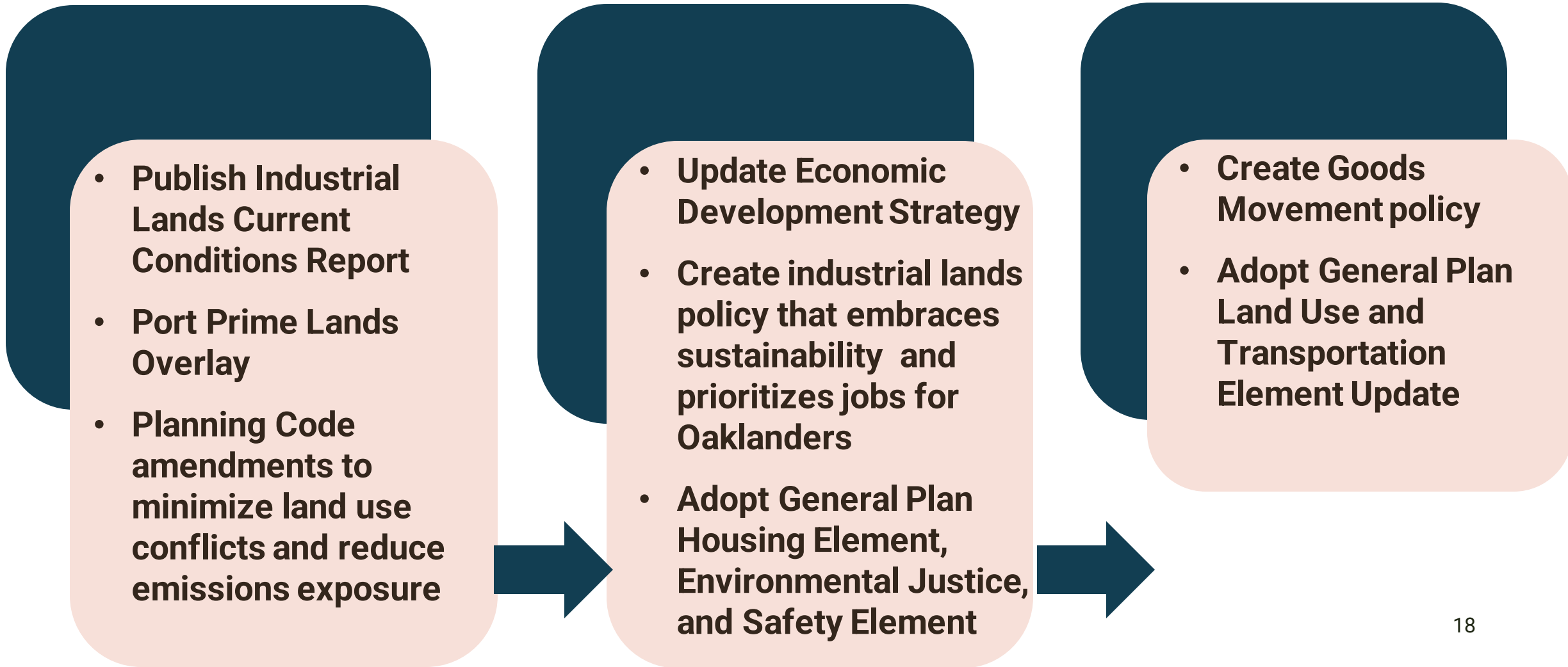
City of Oakland: Industrial Lands Policy

Industrial Lands Proposed Regulatory Strategies

10/27/21 Seaport Stakeholders Roundtable



Overview: Phases of Industrial Lands Work



General Plan Designations: Industrial Land

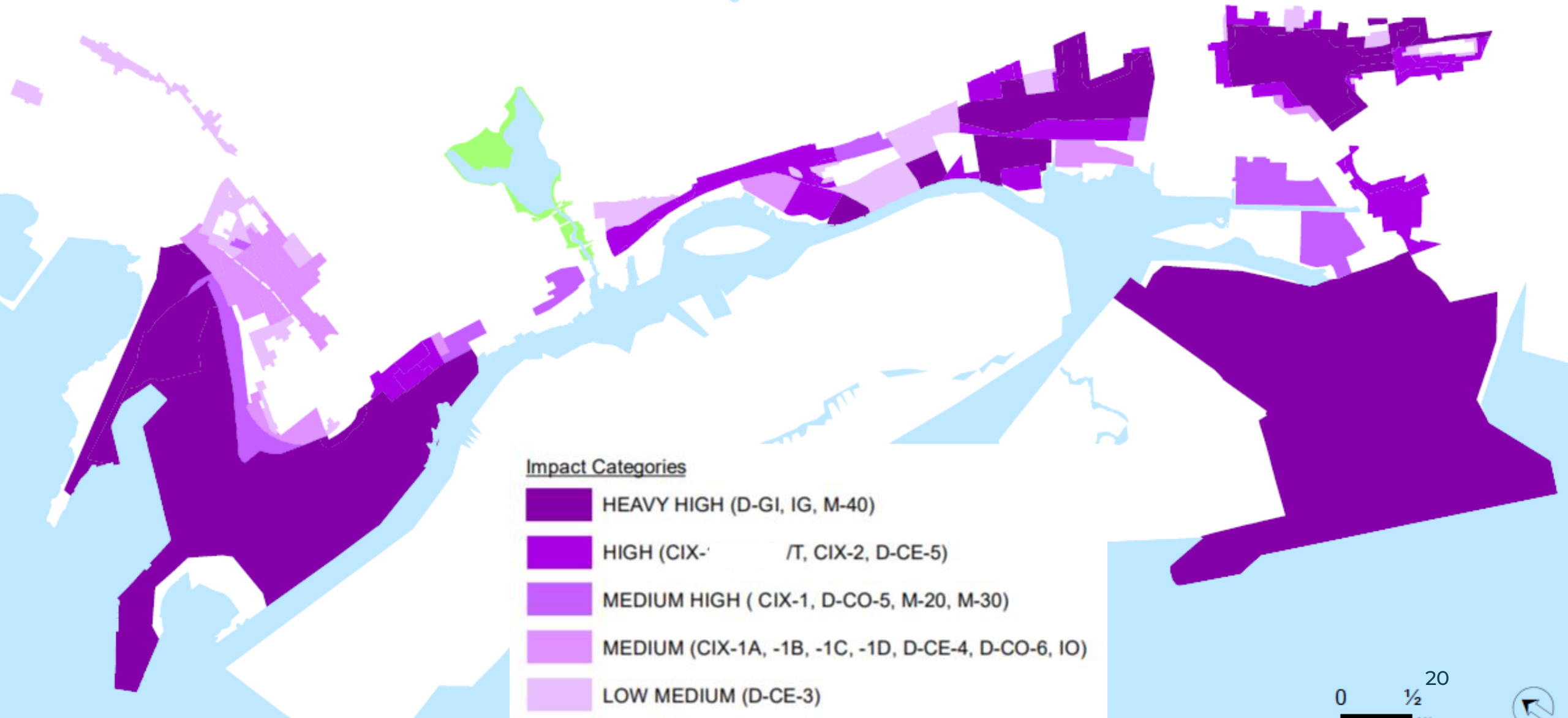
The map displays the General Plan Designations for Industrial Land in San Leandro. The city is bordered by Berkeley to the northwest, Emeryville to the west, Alameda to the south, and San Leandro to the east. Major roads shown include I-580, I-880, I-680, and various local streets like MacArthur Blvd, International Blvd, and Edgewater Blvd. The map is color-coded to show different land use designations: pink for Business Mix and purple for General Industry and Transportation. Key features include Lake Merritt, San Leandro Bay, and the San Leandro Airport. A legend in the bottom right corner identifies the color coding, and a scale bar and north arrow are also present.

Legend:

- Business Mix
- General Industry and Transportation

Scale: 0 0.5 1 Mile

Overview of Industrial Zones



Proposed Regulatory Strategies

- **Port Prime Lands Overlay** that establishes the importance of industrial land and set the tone for future General Plan policy work
- **Strengthen industrial zones** by minimizing competing uses such as mini-storage **and minimizing land use conflicts** by restricting siting of sensitive uses (e.g., schools, daycares, gyms) in industrial zones throughout the City
- **Conditional Use Permit (CUP)** may be considered for **truck-attracting heavy-impact** industrial activities **if within 500-ft of residential zone** in order to reduce exposure to emissions.
- **Housing is prohibited in Heavy Industrial Zone.**
- **Reduced timeframes for non-conforming businesses** to change ownership



Contact Information

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Long-Term Seaport Transportation and Circulation Study

The background of the slide is a photograph of a busy port. In the foreground, there's a body of water reflecting the sky and the port activity. Behind the water, a rocky shoreline separates the water from a large area filled with stacked shipping containers. The containers are in various colors (red, blue, yellow, green) and feature logos for companies like UASCI, Yang Ming, K Line, ONE, Hapag-Lloyd, and MSC. In the background, several large gantry cranes are visible, some with the TraPac logo. The sky is blue with some white clouds. The entire image is framed by a geometric overlay of orange and blue shapes on the right side.

Long-Term Seaport Transportation & Circulation Study

Port of Oakland Seaport Stakeholder Roundtable

Meeting #4

October 27, 2021

Study Objectives

- ▶ Understand Seaport Truck Origin/Destination Patterns
 - ▶ Seaport Campus
 - ▶ Local
 - ▶ Regional
- ▶ Establish Existing Conditions
 - ▶ Volumes, Queues, Intersection Operations, Delay (etc.)
- ▶ Develop Baseline Performance Standards
- ▶ Analyze Future Changes and Growth (What may change in the future?)
- ▶ Propose Improvements

Current Status

► Data Collection

- Intersection Counts (Surge/Non-Surge)
- Vehicle/Truck Volumes (Surge/Non-Surge)
- Terminal Queues (Surge/Non-Surge)
- Bike Path Counts
- Rail Gate Down Times

► Existing Conditions Report (underway)

- Origin/Destination (O/D) Analysis
- Vehicle/Truck Volumes Entering/Leaving by Time of Day (TOD)
- Operations of Seaport Intersections
- Travel Times to Key Freeway Gateways



Preliminary Findings

Origin – Destination Analysis

- ▶ **Data Source** – StreetLight Data
 - ▶ GPS data for large trucks (26k lbs), does not include medium size delivery vehicles (e.g., UPS box truck)
 - ▶ Derived from on board GPS devices
 - ▶ Purchased and processed by StreetLight
 - ▶ Trips defined as travel between two stops (5 minutes without moving 5 meters)
- ▶ **Potential**
 - ▶ Understand flows between zones
 - ▶ Determine Patterns by time-of-day and day-of-week
 - ▶ Identify top travel routes



Preliminary Findings

Origin – Destination Analysis

► *Question: What is the character of truck trips in the Seaport?*

- Appx. 30% start and end inside the Seaport
- Appx. 70% connect to other locations

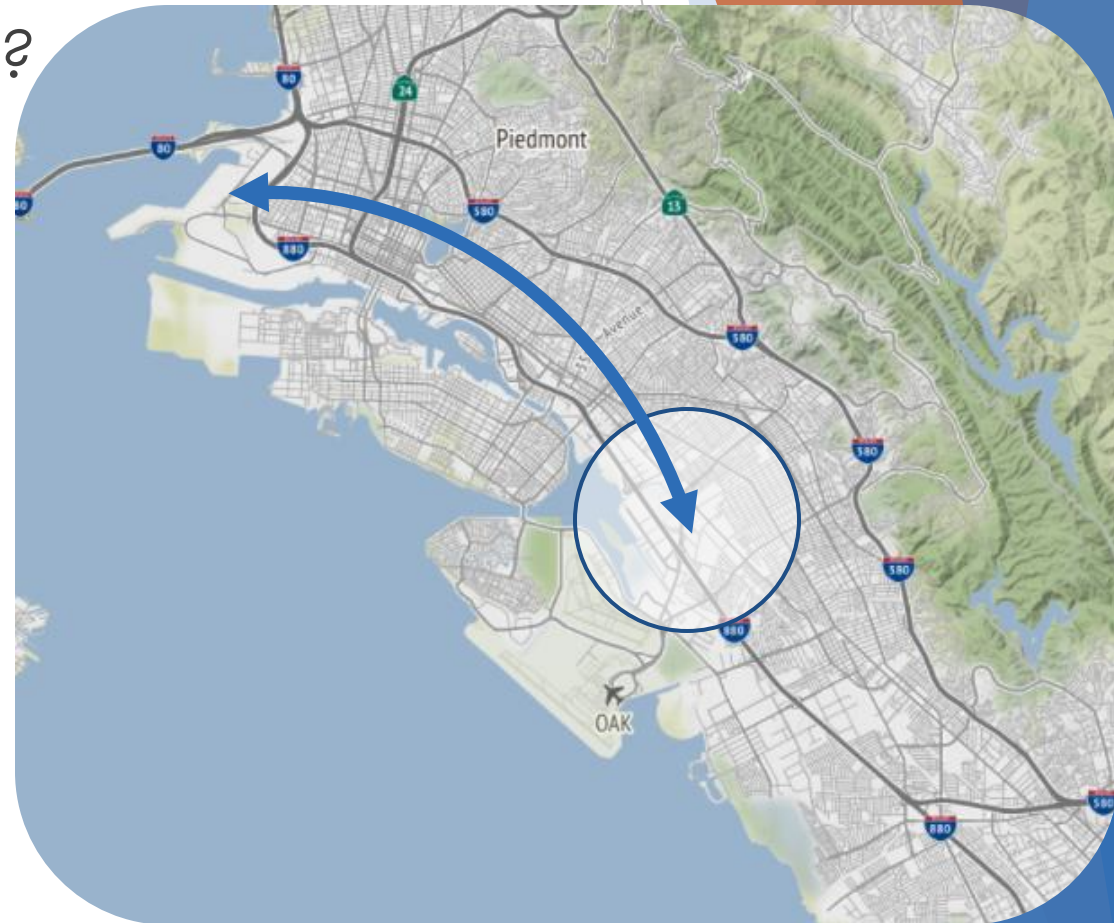


Preliminary Findings

Origin – Destination Analysis

► Question: *Where do trips travel locally?*

- 13% of Port trips to/from Northern Alameda Industrial Areas
- Nexus with East Oakland and San Leandro
 - 1% Industrial Area of San Leandro
 - 2% Edgewater
 - 2% East Oakland

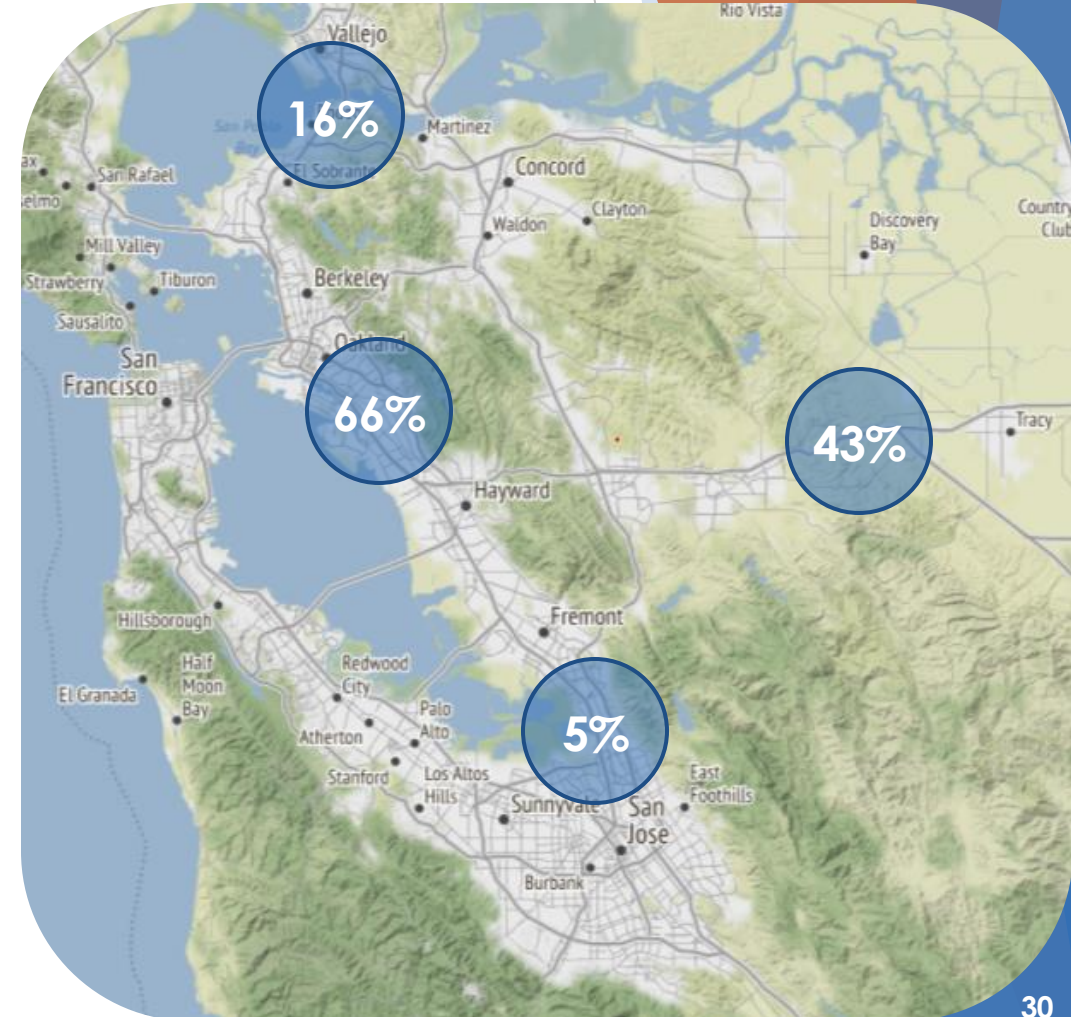


Preliminary Findings

Origin – Destination Analysis

- ▶ Question: Which freeway routes are most common for trucks traveling to and from the Seaport?
- ▶ Carquinez Bridge – 16%
- ▶ I-880 near 66th Ave – 66%
- ▶ I-580 at I-205 – 43%
- ▶ I-880 at Santa Clara County Line – 5%

Truck trips may be recorded at multiple locations
(i.e., trucks traveling between the Seaport and I-580 at I-205 likely travels on I-880 near 66th Ave)



Key Questions We Will Answer

Origin – Destination Questions

- ▶ Seaport Campus Patterns (Intra-Port)
 - ▶ What are the origin-destination patterns between the various tenants of the Port and the railroad yards?
- ▶ Local Patterns
 - ▶ Where do trucks operating at the Seaport travel to / from in the East Bay and regionally in the Bay Area?
- ▶ Regional Patterns
 - ▶ What is the distribution of truck trips to other areas of California and other states?
- ▶ Access
 - ▶ How do trucks access the freeway system? (Three Major Port Access Points and Ramps)

Key Questions We Will Answer

Roadway and Terminal Operations

- ▶ Seaport Roadway Users
 - ▶ What is the speed, volume, and classification of vehicles on major Seaport roadways on a typical and a surge day?
- ▶ Roadway Performance
 - ▶ How do Seaport intersections operate on a typical and a surge day?
 - ▶ How long are queue lengths by time of day for typical and surge days?
- ▶ Terminal Operations
 - ▶ What are typical turn times for the marine terminals and which terminals generally experience the longest delay?
 - ▶ How do turn times vary by time of day and seasonally?

Next Steps

- ▶ Complete Existing Conditions Report
- ▶ Convene Transportation Working Group
- ▶ Develop Performance Measures
- ▶ Develop Future Conditions Assumptions in Collaboration with the Port
- ▶ Propose Improvements



Breakout Rooms Discussion

BREAKOUT ROOMS DISCUSSION



Which study scope topics are most important to you?

- ▶ Truck trips in Oakland, the East Bay, the overall Bay Area, and beyond.
- ▶ Truck trips between terminals, rail yards, and other Port tenants.
- ▶ Major freeway access routes.
- ▶ Speed, volume, and type of vehicles on Port roads.
- ▶ Seaport intersection operations.
- ▶ Truck queue lengths and terminal turn times.

Are there important topics that are not included in the scope?



Breakout Rooms Report Out



Closing Comments & Next Steps

Closing Comments | Next Steps

- Seaport Stakeholder Roundtable Documents

<https://www.portofoakland.com/stakeholder-engagement/seaport-stakeholder-roundtable/>

- Next Meetings

Meeting #5	November 17, 2021
Meeting #6	December 15, 2021

**All meetings occur from 10 am to 12 pm*