

Port of Oakland
“Seaport Air Quality 2020 and Beyond Plan”
TASK FORCE MEETING #8
Wednesday, November 18, 2020, 10:00 a.m. – 12:00 p.m. (PST)

Meeting held virtually via Zoom platform

Summary Meeting Notes

This summary is organized to initially highlight any key recommendations, agreements and action steps, followed by a summary of meeting activities and description of the meeting process. The agenda is attached at the end.

Meeting Objectives:

- To update the Task Force regarding Near-Term Action Plan (NTAP) activities to implement the Plan
 - To obtain feedback and input from the Task Force on the Near-Term Action Plan (NTAP) activities
 - To share information regarding future activities and involvement of the Task Force
-

The following are key points for follow up discussion, recommendations or action items as outcomes of this meeting:

- Recommendation: Consider partnering with South Coast ports regarding use of cleaner ships
- Recommendation: Consider use of NOx reduction strategies for ships and work with BAAQMD to determine the particulate matter (PM) benefit
- Recommendation: Consider partnering with Union Pacific Railroad to take advantage of funds available from BAAQMD
- Recommendation: Establish a process by which the Task Force can participate in discussions with tenants regarding rubber-tired gantry (RTG) purchases and tracking
- Recommendation: City and Port work together regarding weight limits for trucks
- Recommendation: More Port outreach and marketing with truck/freight companies regarding the use of warehouses and the transporting of empty containers. Also, use of the Port’s ordinance(s) to ensure more use of electrification.
- Recommendation: Work with the Task Force to assess the need for truck parking
- Recommendation: Consider a strategic planning process that looks at the use of all Port properties and adjacent City properties
- Recommendation: Discuss the idea of a regional port authority to coordinate port-related projects throughout the Bay Area
- Recommendation: Future agenda items to include information on other Port Projects
- Recommendation: Ensure that maintenance and fuel savings are included in any cost-benefit analyses for purchasing electric equipment

- **Action Item:** Respond to CEQA question and questions offered in the chat function comments
 - **Action Item:** Integrate or show how AB 617 and the WOCAP is integrated in to the Seaport Air Quality 2020 and Beyond Plan
 - **Action Item:** Host two Task Force meetings in 2021 and some informational / problem solving work sessions, yet to be determined
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I. Meeting Start and Format Overview

The meeting opened with the facilitator, Surlene Grant of Envirocom Communications Strategies, LLC restating the objectives and introducing the Seaport Air Quality Task Force Co-Chairpersons and key Port of Oakland Staff Members present. Approximately 73 people attended the meeting.

All meeting materials and presentations can be found at [Maritime Air Quality | Port of Oakland](#)

II. Introduction and Acknowledgement of Key Staff

Seaport Air Quality Taskforce Co-Chairpersons and Alternates Present:

Ron Cancilla was introduced as the new representative for the Industry Stakeholders following the service of Andy Garcia.

- Greg Nudd, Deputy Air Pollution Control Officer for Policy, Bay Area Air Quality Management District (BAAQMD)
- Ms. Margaret Gordon, Co-Chairperson, West Oakland Environmental Indicator Project (WOEIP)
- Brian Beveridge, Co-Chairperson, WOEIP
- Ron Cancilla, President, Impact Transportation
- Danny Wan, Executive Director, Port of Oakland
- Bryan Brandes, Maritime Director, Port of Oakland

Port of Oakland Key Staff Members Present:

- Amy Tharpe, Director of Social Responsibility
- Bryan Brandes, Director of Maritime
- Kristi McKenney, Chief Operating Officer
- Richard Sinkoff, Director of Environmental Programs & Planning
- Delphine Prevost, Maritime Administration Manager
- Julie Lam, Acting Chief Financial Officer
- Laura Arreola, Community Relations Manager
- Luana España, Community Affairs Representative
- Jared Carpenter, Utilities Manager
- Tracy Fidell, Port Associate Environmental Planner/Scientist
- Tim Leong, Maritime Project Administrator
- Diego Gonzales Government Affairs Representative

- Matt Davis, Government Affairs Director
- Chia-Jung Yang, Finance Manager

III. Welcome and Meeting Purpose

Following the introductions, Port of Oakland Executive Director Danny Wan offered comments. Danny expressed gratitude for the long-term relationship between the Port and the community and stated that the Port wants transparency and action with the community to implement the Seaport Air Quality Plan. He mentioned that he just attended an international conference on sea level rise and found that while the West Coast ports are owning their responsibility to work towards zero emissions, the ports along the East and South coasts are not quite there yet. He hopes that the new (federal) administration will help to level the playing field so that the ports in other parts of the country will make the same commitment to air quality and zero emissions as the Port of Oakland has. In addition to working with the community to fulfill the Port's commitment to zero emissions, the challenge of sea level rise will need to be addressed jointly by the Port and the community. Danny stated that he is looking forward to hearing good ideas today to move the Plan forward.

IV. Task Force Co-Chairpersons Welcome

Additional Opening Comments from Task Force Co-Chairpersons

- Greg Nudd, Bay Area Air Quality Management District (BAAQMD): Greg noted that we are in the implementation phase for both the West Oakland Community Action Plan (WOCAP) which is part of AB 617 and the Seaport Air Quality Plan. This is the time to get things done. He urged the Port to be as aggressive and creative as possible in seeking emission reductions. He offered the support of BAAQMD--both political support and financial support through grants. Greg also announced that Veronica Eady is the new Senior Executive Officer of Policy and Equity at BAAQMD. She will take the Air District to the next level in its environmental justice, equity and inclusion work and will participate in the Task Force as she is available.
- Brian Beveridge, West Oakland Environmental Indicators Project (WOEIP): Brian noted that there are a dozen strategies for improved air quality and exposure reduction in West Oakland in the "Owning Our Air Plan" (or the WOCAP) that are offered in partnership with the Port, the City, BAAQMD, California Air Resource Board (CARB), and Caltrans. He encouraged participants to be inspired and to think about what they can do to bring change, e.g., start a new initiative, apply for grant funds, etc.
- Bryan Brandes, Port Maritime Director: Bryan noted that he joined the Port four months ago. He expressed appreciation for Brian's challenge and for discussing how the Port and the community can move forward.

V. Progress Update on Seaport Air Quality 2020 Near-Term Action Plan Strategies

Richard Sinkoff, Director of Environmental Program and Planning, echoed Brian Beveridge's comments to be inspired and think boldly about what we can do individually and in our organizations on the path

to zero emissions. Richard reminded the Task Force that the Seaport Air Quality Plan was adopted by the Port Board of Commissioners (Board) on June 13, 2019. The Board directed staff to return periodically with progress reports and analysis. These reports and analyses are available on the Port's website at [Maritime Air Quality | Port of Oakland](#). Richard explained that the pathway to achieving zero emissions will be in phases. We are in the first phase, which is the Near-Term Action Plan (NTAP) from plan adoption in 2019 through 2023. Emission reduction technology is developing rapidly and some goals are not yet attainable because the technology is not there yet. The Port is seeking the Task Force participants input on new technologies and new initiatives.

Richard provided a progress report on the NTAP and highlighted the following actions:

- Hybrid Rubber-Tired Gantry (RTG) cranes: 13 RTG cranes at the Oakland International Container Terminal were converted to hybrid, achieving a 95% reduction in particulate matter (PM). This was an example of collaborative problem solving, involving BAAQMD, WOEIP, equipment operators and the terminal owner to address feasibility issues.
- Infrastructure: Charging equipment was installed at the Port's harbor facilities and is being installed at Shippers Transport Express facility.
- Build Your Dreams (BYD) Electric Drayage Truck Demonstration: GSC Logistics and Sea Logix are currently operating BYD trucks and tractors to test the feasibility of the technology in real operations at the Port.
- A Port maritime power capacity study for terminal electrification was completed.
- The Port has an electrical vehicle (EV) charging station permit application for tenants who want to install electric charging.
- The Port fleet has switched to renewable diesel.
- Pursue low carbon fuel standard (LCFS): CARB (California Air Resources Board) pointed out that LCFS program was opened up for maritime equipment. The Port has registered shore power equipment in this program and is earning LCFS credit. This will be an importance funding source that can be used to further zero emission infrastructure.

VI. Presentation / Feedback on the Port Studies

Richard Sinkoff explained that when the Board approved the Plan, it directed Port staff to conduct additional studies on other topics proposed by WOEIP and EarthJustice. Reports on these studies will be presented today and to the Board at its December meeting. The following reports will be presented:

- Performance Incentive Programs for Ocean-going Vessels and Locomotives (Tracy Fidell)
- Financial Aspects of the Plan (Julie Lam)
- Implementation of RTG and Off-dock Yard Tractors (Tim Leong)

Performance Incentive Programs for Ocean-going Vessels and Locomotives

For ocean-going vessels, the study looked at four types of performance incentive programs that are in operation at other ports: clean engines, clean ship, clean fuels, and vessel speed reduction. The study

concluded that none of these programs would do much to reduce PM exposure. Newer engines don't reduce diesel particulate matter emissions and there are operational concerns about the use of ultra-low sulfur diesel fuel. There are no clean locomotive programs and locomotives are not a captive fleet. The study concluded that clean switchers are a better approach for achieving local emission reductions. The study suggests that the Port could contribute financial or non-financial support to an existing Vessel Speed Reduction program administered by NOAA Marine Sanctuaries called "Protecting Blue Whales and Blue Skies." This program encourages fleet owners to slow down in shipping lanes outside the Golden Gate; within the San Francisco Bay ships are already limited to 15 knots maximum and any further speed reductions could cause ships to lose maneuverability.

Financial Aspects of the Plan

The Plan requires financial commitment, collaboration, and coordination among all stakeholders. Significant capital investments are needed (a) to replace diesel-powered trucks, vehicles and equipment with ZE alternatives, and (b) to fund electric charging and fuel cell fueling infrastructures in support of these ZE vehicles. Future increases in electricity demand at the Seaport will require the Port to upgrade its electrical infrastructure. The Port will plan projects in its Capital Improvement Plan (CIP) budgets over multiple years. The Port will look for grants and incentive programs and will use funds from LCFS, electric vehicles charges, cap-and-trade and maritime operations to fund projects. Debt financing or state revolving loan funds are also options, if available. There is \$13.4 million in the five-year CIP for electric charging stations, shore power outlets and the SB1 corridor enhancement program.

Implementation of RTG Cranes and Off-dock Yard Tractors

The Board directed staff to prepare a plan for achieving hybrid or cleaner RTG cranes. The Port surveyed tenants with RTG cranes and found a total of 26 RTG cranes, of which 13 have already converted to hybrid. Other tenants are evaluating their fleets now and considering converting to hybrid. Tim will recommend that the Port modify its environmental ordinance to require that all RTG purchases be hybrid or cleaner. Tim explained that the Port meets with tenants annually to discuss opportunities for use of cleaner equipment.

Similar to RTG cranes, the Board directed staff to prepare a plan for off-dock yard tractor purchases to be zero emission if incentive funding is available. The technology is battery electric. The Port surveyed tenants and found 20 total off-dock yard tractors. (Some tenants have none; the average fleet size is about two). Most respondents were encouraged by testing but would like to see wider-scale testing before converting. Grants are needed. Charging infrastructure is the limiting factor. The Port is not currently recommending replacement of off-dock yard tractors due to uncertainties but will continue to meet and discuss on an annual basis. The Port will track grant funding and will consider future changes to the environmental ordinance.

VII. Topics of Interest / General Update

Bryan Brandes, Director of Maritime Division, provided an update on the following topics of interest:

- Upgrading of Tugs: The Port and the Air District are working to upgrade tugs. Five tugs have active grants. Two will be completed by December and three will be completed by the middle

of next year. The Port and the Air District are working with tug companies to find other tugs that could be upgraded.

- Truck Parking: The Port has 15 acres of truck parking at the Roundhouse property and 25 acres at Howard Terminal. The Roundhouse is a newer facility that transitioned to truck parking which moved from the outer harbor. Truck parking is in constant demand and the Port is working with SecurSpace to find more parking both on and off port property.
- Electrical Infrastructure: The Port conducted a study that looked at power demand and another ongoing study is looking at the condition of all electrical infrastructure. A third study, to be completed next year, is looking at demand, condition, and what needs to be updated and where to ensure there is enough power to accommodate full electrification. Charging stations will be built when needed.
- Overweight Corridor Study: As mentioned in response to a question, a study was performed and is being reviewing with the City to move forward with recommendations to increase roadway weight limits to accommodate zero emission trucks.
- Eagle Rock: This is an 18-acre aggregate terminal proposal. The EIR has been released and the comment period closes December 21. There will be two public meetings on December 9. Bryan encouraged people to submit comments. The EIR is on the Port website at: [Environmental Stewardship Publications & Documents | Port of Oakland](#)

VIII. Questions and Discussion

The following are comments and questions offered in response to the aforementioned presentations of Port Studies and Other Topics of Interest

Incentive Programs for Ships and Locomotives

- Greg Nudd, BAAQMD: Greg stated that ocean-going vessel maneuvering is a pretty big part of air pollution exposure in West Oakland. He believes the Port was too hasty in dismissing the feasibility of ultra-low sulfur diesel fuel. He stated that the Port should pursue the use of this fuel and encourage shipping lines to do pilot projects. Greg noted that NO_x (Nitrogen Oxides) is a precursor to PM (particulate matter) —secondary PM is formed from NO_x. (In a following comment, Sasan Saadat, EarthJustice, agreed with this statement and reiterated it). There is potential for PM reductions regionally and locally by requiring cleaner ships. The Port should collect data about the ESI level (Environmental Ship Index) to characterize NO_x benefits and then the Air District can help determine the PM reduction benefit. He stated that it makes sense for the Port to partner with South Coast ports to make sure we are getting clean ships. Also, the Port has excluded the Union Pacific Railroad (UP) railyard from its analysis. Although UP is not a Port tenant, two-thirds of containers passing through the Port go through the railyard and it has an impact. BAAQMD has money to replace switcher engines. The Port and its partners should encourage UP to take advantage of this funding.

Financial Aspects

- Greg Nudd, BAAQMD: Greg asked if it would be feasible for the Port to assist tenants by offering rebates under their contracts as a way to supplement grants and help tenants meet portion of costs.
- David Wooley, UC Berkeley Goldman School of Public Policy: Has the Port has estimated revenues to the Port utility from electricity sales for electrified trucking, equipment or shore power?
 - Julie Lam, Port Acting Chief Financial Officer, responded that the Port does project out the revenues from utility operations as part of the 5-year forecast. Revenues are incorporated into the budget document on the Port's website.
- Chris Easter, ESA: How do the Port's commitments to zero emissions translate into future climate action plan targets for 2030 and 2050, and will these targets be used for future Port-led projects and Environmental Impact Reports under CEQA?
 - Richard Sinkoff, Director, Port Environmental Programs and Planning, responded that the Plan is framed within 2030 and 2050 targets set by the Governor. The idea is to align the Port's emission reduction efforts with these targets. Richard requested that Chris send his questions regarding CEQA to the Port and the Port will respond.
- Steve Lowe, West Oakland Commerce Association and local resident: Steve would like to have a discussion of a regional port authority to coordinate all projects throughout the Bay Area and Delta. A regional port authority could help ensure funding for critical projects.
- Sasan Saadat, EarthJustice: Do you factor fuel and maintenance cost savings from zero emission equipment in your analysis? This equipment is more cost effective in the long run.
 - Julie Lam responded that this is a component of the financial analysis and that the Port is committed to replacing equipment.
 - Sasan noted that for zero emission trucks, the feasibility analysis does not mention these costs.
- Brian Beveridge, WOEIP: Brian stated that fuel and maintenance cost savings for electrification of heavy-duty equipment add up fast and can offset initial costs in just a few years. It's critical to calculate these cost savings as part of the cost-benefit analysis. He also stated that the Port passes electrical power through to its tenants at cost and does not make a profit. He suggested that as we transition from diesel fuel to electricity, this can be a new line of revenue for the Port.

Rubber-Tire Gantrys (RTGs) and Off-dock Yard Tractors

- Sasan Saadat, EarthJustice: Sasan asked whether the Task Force can participate in discussions with tenants regarding RTG purchases and how this can be tracked?
 - Tim Leong responded that the first step is to modify the Port's environmental ordinance to include the recommendation that all RTG purchases be hybrid or cleaner. Task Force participation in meetings would depend on the comfort level of the tenant.

- Sasan also asked why the Port is not requiring zero emission implementation for off-dock yard tractors, similar to the requirements for RTGs?
- Tim responded that infrastructure and power costs can be prohibitive for zero emission off dock yard tractors and that grant funding will be required.

Heavyweight Corridor Study

- Bill Aboudi, AB Trucking (comment in chat read by Laura Arreola, Port of Oakland): What is the time line for the Tioga study on weight limit (overweight permits) use of yard tractors?
 - Bryan Brandes explained that electric trucks are heavier and that weight limits on roads need to be increased to accommodate them. A consultant study has been prepared and is being reviewed. The Port needs to work with City to increase the roadway weight limits to accommodate zero emission trucks—timeline is 2021.

Other Topics: Trucks and Warehouses

- Christopher Chang, Wyse Logistics (comment in chat read by Laura Arreola): Why are we not talking about half of all truck loads into and out of the Port are empty loads—this impacts PM? Why aren't new warehouses contributing?
 - Bryan Brandes explained that most warehouses are on City property and don't have the same requirement to seek a tenant that would complement the Port. The Port's goal in redeveloping the former Oakland Army Base is that tenants promote Port work. Empty trucks are needed for the exports. The Port can partner with companies that are looking for empties. Bryan would like to hold this discussion off-line.
- Brian Beveridge, WOEIP: Brian stated that the warehouse industry may not be that robust. Tenants aren't rushing to use these warehouses. This is a critical issue to consider in strategic planning for the Port.

IX. Task Force 2021 Engagement and Next Steps

Amy Tharpe, Director of Social Responsibility, reviewed the plan for continuing future engagement in 2021. It is important that meetings with the Task Force happen to keep everyone informed of the Plan prior to presentations to the Port Board of Commissioners. Some meetings will be information; some will be workshops. We plan to host work sessions in between the Task Force meetings. The next Task Force meetings will be in April and September, 2021.

Comments and questions were shared regarding future Task Force Meeting agendas and working session topics.

- Brian Beveridge, WOEIP: Brian stated that the Task Force needs to discuss the Port's truck parking plan. The EIR estimated that by now there would be hundreds of acres of parking required—it is not reasonable to say that 15 acres is the end of the discussion. When trucks can't park near the Port, they go to San Leandro, Vallejo and Richmond. The associated emissions are not included in the Port's air quality inventories. This relates to building warehouses: millions of public and private dollars were spent to attract distribution centers but they haven't shown up. Trucking fleets that

are here now and need space are ignored. This is a planning mistake and it confounds air quality improvements.

Brian requested a strategic planning dialogue with the Port about how to use these properties including the City's properties, where there are currently no trucking operations or cross dock operations. He believes the Port is missing strategic opportunities to bring in revenues in a changing market and to address the needs of the 21st century.

- Sasan Saadat, EarthJustice: Sasan would like the Port to explore more opportunities through its environmental ordinance for electrification of trucks and equipment including the zero emission equipment options listed on the BAAQMD website. The Port should use its environmental ordinance to require the purchase of new zero emissions equipment. He requested more transparency regarding ways the Task Force can track fleet purchase schedules so that opportunities to use the cleanest technologies are not missed.
- Margaret Gordon, WOEIP: Ms. Margaret shared that for upcoming meetings, she would like agenda items to include information about the Port's CIP, including the GoPort project. She would like more clear engagement with ACTC (Alameda County Transportation Commission) and GoPort. She stated that the Task Force should support the community to get ACTC to develop a mitigation plan and to bring ACTC to the table with the City of Oakland.
- Margaret Gordon, WOEIP: Ms. Margaret would like future Task Force meetings to have a more balanced agenda with greater opportunity for the community to raise concerns about Port-related projects and issues—not just presentations from the Port. For example, there was nothing about AB 617 and the Port, and nothing about the City's role in the process or ACTC with this meeting.

X. Summary and Closing Statements

Richard Sinkoff reiterated that the reports presented today will be presented to the Board on December 17, 2020. The reports will reflect the input received from Task Force members.

Amy Tharpe stated that Task Force participants will hear more from the Port about how the Task Force will be engaged moving forward in working sessions and future meetings.

Danny Wan thanked participants for their time. He noted the challenge of achieving emission reductions and addressing climate change and the importance of choosing the best strategies. He mentioned that the Port will be planned as a whole property in the future and will assess what is needed for truck parking. He stated that the dialogue and collaboration with partners, operators and community members is key to effective implementation of the plan.

The following are comments and resources offered from various meeting attendees through the Zoom Platform chat (comment) function during the meeting.

Meeting Chat Comments

Comments and Questions

Bill Aboudi: "EVERYONE'S PORT" Truckers are not treated that way :(Hope to see a change soon.

Jill Ratner: Have the different charts been emailed to us? If not, could we get them after the meeting?
Thanks!!!!

Sasan Saadat: NOx is a precursor to PM.

Christopher Chang: Why are we not talking about how half of all truck moves into and out of the Port of Oakland are EMPTY loads if "PM" is our main concern? Empty moves impact turn times/congestion, PM and costs.

John Berge: Current ship VSR compliance for the NOAA program in the approach to SF Bay is about 64%.

Christopher Chang: Additionally, wouldn't it make sense to rent the new port warehouses to trucking companies AND those who use the Port of Oakland? Would that not reduce PM's?

Christopher Chang: When trucking companies and cross docking operations are forced further away from the Port, doesn't that contribute to PM's?

Christopher Chang: Why spend MORE money when we can let the market do the work of reducing PM's, congestion and increase efficiency?

Sasan Saadat: A reminder--these "costs" are required, because it is now committed to in CARB regulations and by the Governor's executive order

Christopher Chang: The rail terminal cost the citizens of CA \$110 million. How many rail cars are moving through there since it has been completed? At least if no rail cars move through the Port, there is no PM!

Bill Aboudi: What is the time line for the Tioga study on weight limit (overweight permits) use of yard tractors?

Brian Beveridge: I would have liked to see more slides with a breakdown of all this information and conclusions.

Sasan Saadat: +1 to that. are the survey results and feasibility assessment available to the rest of the task force?

Steve Lowe: We need a Regional Port Authority with taxing authority to ensure funding for critical projects can be had and coordination of all projects can be maximized, therefore delivering the highest and best economic benefits to all.

Bill Aboudi: Ship lines are charging for Street Turns which is causing congestion at the terminals and wasting trucker time. Can the Port pass an Ordinance to stop these counterproductive charges?

David Wooley: Isn't the electrification infrastructure the responsibility of the Port Utility, not the Tennant? What is the breakdown of cost responsibility for charging infrastructure between Tennant and Port?

Bill Aboudi: The Eagle Rock Aggregates is taking away truck parking and sending them to San Leandro and Hayward

David Wooley: Who is doing the study of what port utility assets need to be updated to accommodate full electrification of trucks and equipment at the port?

Bill Aboudi: Without yard space for building electrical Infrastructure for trucks it will be very hard to for electric trucks conversion.

Bill Aboudi: How does the Port classify the STE yard, MTO or Truck Yard?

David Wooley: I agree with Ms Margaret, that there are very few opportunities to ask questions or hear from people not on Port staff.

Bill Aboudi: The Port is on the record that 250 acres are used for Truck/Container parking how can you reduce to 40 acres?

Bill Aboudi: The Port needs to work with local businesses first not outsiders.

Steve Lowe: There are too many major projects required of "Everyone's Port" for us to deal with successfully: these problems, project, policies, etc., require more regional cooperation and interaction with other ports up and down the coast. We need to have a focused dialogue regarding the relationship of the Bay's port activity to the region's overall economy, ostensibly, the "Strongest Regional Economy in the World."

David Wooley: I strongly recommend that the port do a better job identifying the revenues to the port from expanded electric sales. These could be considerable and could support electrification infrastructure. The port should also commission a study to identify the duty cycles of drayage trucking operating out of the port. It is likely that a sizable percentage of that trucking is short haul within the limitations of electric vehicles. Without that it will be difficult for the port to forecast need for electrification equipment, distribution upgrades and charging infrastructure.

David Wooley: Also, I am not convinced by the off truck years truck presentation that seems to conclude there is no opportunity there for electrification. Can we get a side meeting to go deeper on this?

Sasan Saadat: There are 3 Class 7-8 ZEV models already commercially available for short and regional haul, and 4 different OEMs have tests happening now for Class 8 long haul

Warren Logan: In response to that comment, the city is represented in this meeting (I represent the mayor's office of Oakland)

Steve Lowe: Margaret's ask regarding ACTC might also be reinforced to ensure MTC is also at the table?

Bill Aboudi: PETF needs to be activated again without the Marketing Dept.

David Wooley (questions submitted just prior to the meeting):

- What is the current capital budget for electrification infrastructure and how is it expected to change in the next budget?
- What is the plan to change the Port utility's electricity rate to better accommodate electric truck and equipment power uses?
- What are the projected revenues from electric truck and equipment charging (including shore power) for 2025, 2030?
- Has the Port collected any data on power usage by electric yard trucks and what does it show?
- Has the port collected any data on duty cycles of drayage trucks?

- What is the Port's plan to develop back up power to operate the Port during times when the regional electric grid fails and are there contingency plans for when this happens during peak cargo volumes?

Resources Posted in the Chat

Laura Arreola, Port of Oakland: Everyone: You may access the Seaport Air Quality 2020 Plan and latest information on this link. <https://www.portofoakland.com/community/environmental-stewardship/maritime-air-quality-improvement-plan/>

Laura Arreola, Port of Oakland: The Port will make the meeting materials, PowerPoint available on the web. They will get posted on the AQ page: <https://www.portofoakland.com/community/environmental-stewardship/maritime-air-quality-improvement-plan>

Bill Aboudi:

<https://www.portofoakland.com/files/PDF/Zero%20Emissions%20Truck%20Feasibility%20Study%20Final.pdf>

Bill Aboudi: <https://portofOakland.legistar.com/LegislationDetail.aspx?ID=3970980&GUID=A74C5B45-4380-4FFC-BA6A-4D74A291C3DE>

Bill Aboudi: https://www.portofoakland.com/files/PDF/ERA_Draft%20SEIR_Appendices_110420.pdf

Bill Aboudi: <https://secur.space/> Does not operate yards, it's a software platform.

Chengfeng Wang: Hi Everyone, the Air District's Moyer and Goods Movement Programs are currently open and accepting applications. Both programs provide funding to locomotives, cargo handling equipment, yard tractors, heavy-duty truck projects.

The Volkswagen Mitigation Zero-Emission Freight and Marine Program, which provides funding to zero-emission cargo handling equipment and other equipment, is tentatively scheduled to open in Q1 of 2021.

More information about these programs can be found at:

- www.baaqmd.gov/goods
- www.baaqmd.gov/moyer
- <https://www.californiavwtrust.org/zero-freight-marine/>

Laura Arreola, Port of Oakland: Everyone: The Draft Supplemental Environmental Impact Report (Draft SEIR) and technical studies for the Proposed Eagle Rock Aggregates Oakland Terminal Project are now available on the Port of Oakland's website at:

<https://www.portofoakland.com/community/environmental-stewardship/publications/>

Comments are requested by Monday, December 21, 2020 at 5PM. Two public meetings are scheduled for Wednesday, December 9, 2020 at 10AM-11AM and at 6PM-7PM to accommodate varied schedules and will be held virtually. The Notice of Availability (NOA) is attached.

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AGENDA
 Port of Oakland Seaport Air Quality 2020 and Beyond Plan:
 The Pathway to Zero Emissions
 Wednesday, November 18, 10 a.m. to 12 p.m. (PST)
 TASK FORCE MEETING #9

IMPORTANT:
 To join this meeting, please register in advance, by clicking on this registration link:
[Register Here for Seaport Air Quality Task Force](#)

Meeting Objectives:

- To update the Task Force regarding Near-Term Action Plan (NTAP) activities to implement the Plan
- To obtain feedback and input from Task Force on the Near-Term Action Plan (NTAP) activities
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*This meeting will be virtual via Zoom platform. Please join approximately 15 mins early to assure connection.
 This meeting will be recorded for the Port of Oakland's files and use.*

I.	Meeting Start and Format Overview	Surlene G. Grant, Facilitator
II.	Introduction and Acknowledgement of Key Staff	Envirocom Communications, Strategies, LLC
III.	Welcome and Meeting Purpose	Danny Wan Executive Director, Port of Oakland
IV.	Task Force Co-Chairpersons Welcome	Seaport Air Quality Taskforce Co-Chairpersons
V.	Progress Update on Seaport AQ 2020 Near-Term Action Plan Strategies	Richard Sinkoff, Director, Port Environmental Programs and Planning (EP&P)
VI.	Presentation/Feedback on Port Studies <ul style="list-style-type: none"> ▪ Performance Incentive Programs for Ocean-Going Vessels and Locomotives ▪ Financial Aspects of the 2020 and Beyond Plan ▪ Implementation of Rubber-tire Gantry Cranes and Off-dock Yard Tractors 	Richard Sinkoff, Port of Oakland, EP&P Tracy Fidell, Port of Oakland, EP&P Julie Lam, Port of Oakland, Finance Tim Leong, Port of Oakland, Maritime
VII.	Questions and Discussion	
VIII.	Topics of Interest/ General Update <ul style="list-style-type: none"> ▪ Tugs ▪ Truck Parking ▪ Infrastructure ▪ Heavyweight Corridor Study ▪ Other Project Updates 	Bryan Brandes, Director, Port Maritime Division
IX.	Questions and Discussion	
X.	Task Force 2021 Engagement	Amy Tharpe, Director of Social Responsibility Port of Oakland
XI.	Summary and Close	Surlene Grant