



PORT OF OAKLAND

July 20, 2021

MTC Public Information
Attn: Draft EIR Comments
375 Beale Street, Suite 800
San Francisco, CA, 94105
eircomments@bayareametro.gov

via email

**Subject: Port of Oakland Comments to Notice of Availability of the Draft Program
Environmental Impact Report for Plan Bay Area 2050**

To Whom it May Concern:

The Port of Oakland (“Port”) appreciates the opportunity to provide comments on the Metropolitan Transportation Commission’s (“MTC”) Plan Bay Area 2050 Draft Program Environmental Impact Report (“DEIR”) (June 2021; SCH #2020090519).

Since its founding in 1927, the Port has been a major driver of the Bay Area’s economy, with three revenue lines of business: Maritime, Aviation, and Commercial Real Estate. Business at the Port supports over 84,000 jobs, creates \$5.6 billion in total personal income and local consumption, and generates \$698 million in annual state and local tax revenue.¹ These benefits accrue not just from activity on Port property, but also from a network of associated industrial land uses throughout the region. Because of the importance of industrial uses to the Bay Area economy, it is imperative that MTC plan for the stability and growth of industrial jobs and preservation of the related industrial lands and industrial transportation corridors.

The Port submits the following comments on the Plan Bay Area 2050 (“Draft Plan”) and the environmental analysis presented in the accompanying DEIR for your consideration.

- The Priority Development Areas (“PDAs”) shown in the Draft Plan and on the MTC website² appear to include areas within the Port’s jurisdiction and/or ownership and that are subject to restrictions that generally preclude the type of development, especially housing, proposed for the PDAs. For example, the area bounded by Oakport Street (along I-880), Edgewater Drive, Damon Slough, and Hegenberger Road is subject to the land use restrictions detailed in the Port’s *Oakland Airport Business Park Land Use and Development Code*, which does not permit residential or certain commercial uses. In addition, Port-owned properties along the Oakland-Alameda Estuary are subject to the public trust pursuant to various state legislative grants and/or

¹ *The Economic Impact of the Port of Oakland*, prepared for the Port of Oakland by Martin Associates, October 9, 2018

² [Metropolitan Transportation Commission: Priority Development Areas \(Plan Bay Area 2050\): Priority Development Areas \(Plan Bay Area 2050\) \(ca.gov\)](https://www.mtc.ca.gov/plan-bay-area-2050/priority-development-areas)

state law, which prohibit residential and certain commercial uses. We recommend that MTC work with the Port identify areas with such restrictions so that the PDA designation may be removed.

- The City of Oakland has initiated work to update its industrial lands policy as part of its General Plan update, to identify and preserve Oakland’s core industrial land supply in recognition of its importance to local and regional jobs and economy. To this end, MTC should not identify existing core industrial areas of the City of Oakland as residential and commercial priority uses that the City intends to maintain as industrial lands.
- The DEIR air quality analysis has a focus on Seaport emissions. The Port of Oakland recognizes the importance of improving air quality in the Bay Area region. To that end, the Board of Port Commissioners approved the *Seaport Air Quality 2020 and Beyond Plan* (“2020 and Beyond Plan”) in June 2019. The 2020 and Beyond Plan is the Port’s master plan for achieving its vision of a zero emissions Seaport. It builds on the Port’s Maritime Air Quality Improvement Plan (“MAQIP”), approved in 2009. The MAQIP established a vision, goals, strategies, and targets to reduce emissions from Seaport-related equipment sources. The MAQIP set a 12-year time frame—from 2009 to 2020—for implementation. As a result of actions under the MAQIP, DPM emissions at the Port have decreased 80 percent since 2005, according to the Port’s 2017 Seaport Emissions Inventory; Port truck diesel emissions have been reduced by 98 percent since 2005. The 2020 and Beyond Plan should be added to “Regional and Local Regulations” in DEIR Section 3.4 Air Quality. We also note that the only non-Air District plans discussed in “Regional and Local Regulations” are Port of Oakland plans. The Port recommends confirming that there are no other applicable regional or local regulations that should be included.
- Mitigation Measure AQ-3(b) states “MTC and ABAG, in partnership with BAAQMD and the Port of Oakland, and other agency partners, shall work together to secure incentive funding to reduce mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, brake wear, and roadway dust.” It is unclear why the Port of Oakland is specifically identified in this way in the mitigation measure. For example, regarding the Seaport, the West Oakland Community Action Plan, prepared by Bay Area Air Quality Management District (“BAAQMD”) in collaboration with the West Oakland Environmental Indicators Project and adopted in 2019, determined that emissions from Seaport drayage trucks contribute only 2% to the cancer risk from all air emissions in West Oakland. Non-port trucks contribute 38% to the cancer risk. In addition, the Port’s jurisdiction over roadways is limited to just a few roads within the Port. To meaningfully address the PM emissions impacts identified, this mitigation measure should be expanded to address all diesel trucks in the region and to support more comprehensive programs to reduce entrained dust (e.g., funding for more frequent cleaning of roadways).
- Mitigation Measure AQ-4(a) includes a strategy to “[r]educe emissions from diesel trucks by establishing truck routes to avoid residential neighborhoods or other land uses serving sensitive populations, such as hospitals, schools, and child care centers. A truck route program, along with truck calming, parking and delivery restrictions, shall be implemented to direct traffic activity at non-permitted sources and large construction projects.” It should be noted that extending the PDAs into existing industrial areas places residential uses along long-standing truck routes. This

strategy would further reduce the already-constrained options for truck routes. For example, nearly all roadways between the Port of Oakland and nearby freeways include or are planned to include residential uses. This strategy is not practical near core industrial areas.

We appreciate the opportunity to comment on the Plan Bay Area 2050 DEIR and support MTC in this important endeavor. Please do not hesitate to contact me at rsinkoff@portoakland.com or (510) 627-1182 to discuss these comments further.

Sincerely,


Richard Sinkoff (Jul 20, 2021 14:10 PDT)

Richard Sinkoff
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