ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT AMENDMENT

Beyond the Dock - HD Electrification of the Port of Oakland Priority Trade Corridors

Resolution TCEP-P-2627-02B, Amending Resolution TCEP-P-2526-08B
(to be completed by CTC)

1. FUNDING PROGRAM

☑ Trade Corridor Enhancement Program - *Please note: this form applies ONLY to ZEV TCEP Projects.*

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 10/15/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Forum Mobility, Inc., sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/26/2025 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Beyond the Dock - HD Electrification of the Port of Oakland, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____

☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____

☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____

☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____

■ Resolution G-24-58, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/26/2025

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Forum Mobility, Inc. agrees to secure funds for any additional costs of the project.

4.6 Forum Mobility, Inc. agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Forum Mobility, Inc. agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 fu:>rum Mubility, Inc. agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4. All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Cost Overrun
In the event of a cost overrun on a Caltrans nominated project, neither the Trade Corridor Enhancement Program nor the Department shall be responsible for any cost increase. Any cost overruns shall be the sole responsibility of the Private Entity.

5.5 Additional Provisions and Conditions *(Please attach an additional page if additional apace is needed.)*

None

This is a Baseline Agreement Amendment: Amending Resolution. TCEP-P-2526-08B

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT AMENDMENT

Project Name: Beyond the Dock - HD Electrification of the Port of Oakland Priority Trade Corridors

Resolution: TCEP-P-2627-02B, Amending Resolution TCEP-P-2526-08B

(to be completed by CTC)

Lien Dinh — July 14, 2026 (Date)

EVP, Forum Mobility, Inc,

Project Applicant/Implementing Entity

Angel Pyle — 07/16/2026 (Date)

Angel Pyle

SB1 Program Manager

Nominating Agency/Implementing Agency (Caltrans, Modified Oversight)

Leah Budu — 07/24/2026 (Date)

For Doanh Nguyen

District Director

California Department of Transportation

10/14/2026 (Date)

For Dina El-Tawansy

Director

California Department of Transportation

10/21/2026 (Date)

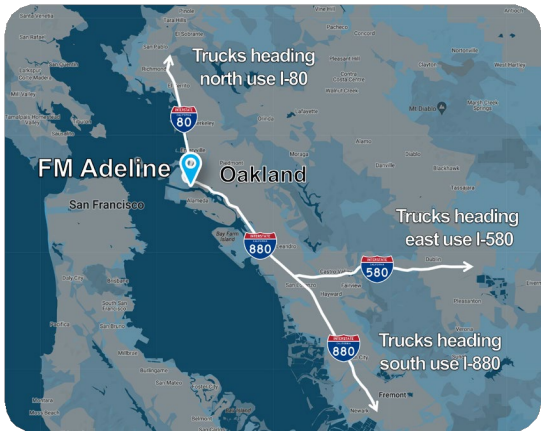
Tanisha Taylor

Executive Director

California Transportation Commission

Beyond the Dock: Electrifying Priority Trade Corridors at the Port of Oakland

Forum Mobility, with sponsorship from California Department of Transportation (Caltrans), is seeking to develop the first publicly accessible heavy-duty electric vehicle (HDEV) charging depot on Port of Oakland property. The FM Adeline project aligns with the California Transportation Commission's (CTC) Trade Corridor Enhancement Program (TCEP) and aims to accelerate the adoption of HDEVs in the Port's drayage community. This project will also significantly reduce greenhouse gas emissions and harmful pollutants, improving air quality and environmental health for the communities surrounding the Port and key freight corridors, including the I-80, I-880, and I-580 interstates.



FM ADELINE | 1407 Middle Harbor Road, Oakland



Port of Oakland

- **8** charging ports
- **4 MCS** pull-through lanes
- **4 – 320kW CCS** bob-tails spots

FM Adeline provides publicly accessible overnight and opportunity charging in a staffed, secure facility. Driver amenities include restrooms and secure parking for personal vehicles.

In addition to the Port of Oakland, FM Adeline has received public support from the City of Oakland Mayor's Office and Office of Climate Partnerships, and East Bay Clean Cities Coalition.

HD Truck Charging Tailored for the Port Community

Hardware Procurement

Forum's quality assurance team rigorously tests and evaluates EVSE manufacturing facilities to ensure reliability and operational success.

Continual Communication

With a customer-first attitude, the operations team uses feedback from fleet operators and drivers to identify improvements. Forum aims to grow with the industry.

Operations & Maintenance

All Forum Mobility locations are staffed to enhance safety and assist drivers, allowing them to focus on driving while Forum ensures operational success.

forummobility.com

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P110-2024-0002 v4

Amendment (Existing Project) ☒ YES ☐ NO | Date 03/18/2026

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
04			2364S	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Alameda County				FM Adeline, LLC. Parent Company: Forum Mobility, Inc.	
				MPO	**Element**
				MTC	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Doe Girling			949-244-5949	doe.girling@forummobility.com	

Project Title

Forum Mobility - Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project

Location (Project Limits), Description (Scope of Work)

FM Adeline is located at 1407 Middle Harbor Road, Oakland, CA 94607 and consists of 1.67-acres on POAK property. The POAK refers to this site as the "Roundhouse Property." Currently, the Roundhouse Property is a heavily utilized truck parking lot. The project site is located immediately east of the Matson Terminal (Berths 60 – 63) and immediately west of Schnitzer Steel. The site is bordered by the Oakland Inner Harbor channel (also known as the Oakland Estuary) to the south and railroad tracks and Middle Harbor Road (which merges with Adeline Street) to the north. The site is approximately 1,500 feet from residences in West Oakland that reside along 3rd Street. Adeline Street is one of the primary access roads to the POAK complex and connects to the I-880 freeway less than a mile from FM Adeline. The I-880 freeway connects to the heavily trafficked I-580 shipping corridor that connects the POAK with the San Joaquin Valley.

Component	Implementing Agency
PA&ED	Forum Mobility, Inc
PS&E	Forum Mobility, Inc
Right of Way	Forum Mobility, Inc
Construction	Forum Mobility, Inc

Legislative Districts

Assembly:	18	Senate:	9	Congressional:	12

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	10/10/2023	10/10/2023
Circulate Draft Environmental Document Document Type		
Draft Project Report	04/22/2023	08/01/2025
End Environmental Phase (PA&ED Milestone)	02/25/2025	02/25/2025
Begin Design (PS&E) Phase	03/01/2025	03/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	06/01/2025	06/01/2025
Begin Right of Way Phase	11/08/2022	11/08/2022
End Right of Way Phase (Right of Way Certification Milestone)	07/01/2024	07/01/2024
Begin Construction Phase (Contract Award Milestone)	08/01/2025	08/14/2026
End Construction Phase (Construction Contract Acceptance Milestone)	05/29/2026	03/15/2027
Begin Closeout Phase	06/02/2026	03/22/2027
End Closeout Phase (Closeout Report)	08/01/2026	05/17/2027

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P110-2024-0002 v4

Date 03/18/2026

Purpose and Need

Beyond the Dock includes the construction of a first of its kind HD, publicly accessible charging depot project on Port of Oakland (POAK) property, FM Adeline (Depot), and offers comprehensive support to help its charging customers overcome the challenges of HDEV ownership. Overcoming these barriers, particularly within the drayage community, is crucial for widespread HDEV adoption and securing charging customers to FM Adeline.

In partnership with the POAK and with support from the City of Oakland, FM Adeline will facilitate freight movement along three of California's major trade corridors (I-80, I-880, and I-580). FM Adeline will play an important role in improving the efficiency, safety, and sustainability of freight movement, and provide a template for other infrastructure developers who have not prioritized the total cost of ownership approach to their projects.

FM Adeline is located at 1407 Middle Harbor Road, Oakland, CA 94607 and consists of 1.67-acres on POAK property. The POAK refers to this site as the "Roundhouse Property." Currently, the Roundhouse Property is a heavily utilized truck parking lot. The project site is located immediately east of the Matson Terminal (Berths 60 – 63) and immediately west of Schnitzer Steel. The site is bordered by the Oakland Inner Harbor channel (also known as the Oakland Estuary) to the south and railroad tracks and Middle Harbor Road (which merges with Adeline Street) to the north. The site is approximately 1,500 feet from residences in West Oakland that reside along 3rd Street. Adeline Street is one of the primary access roads to the POAK complex and connects to the I-880 freeway less than a mile from FM Adeline. The I-880 freeway connects to the heavily trafficked I-580 shipping corridor that connects the POAK with the San Joaquin Valley.

FM Adeline is ideal to support HDEV trucking entities with charging services for a multitude of reasons. First, POAK handles more than 99% of the containerized goods moving through Northern California and is the eighth busiest port in the Nation by volume. Additionally, FM Adeline helps facilitate zero emissions goods movement, maximizes the use of existing infrastructure, and minimizes the need for additional land conversion. The convenient location, adjacent to the terminals, reduces deadhead miles.

FM Adeline is being purpose-built to serve the drayage fleets that operate from POAK. The project will implement a mix of megawatt charging system (MCS) and kW combined charging system (CCS) architecture, featuring four (4) MCS pull through charging lanes and four (4) CCS bobtail charging lanes. The depot offers 24/7 public charging for any HDEV through a reservation system. In addition to the truck charging infrastructure, the depot will be staffed with restroom facilities as well as a fenced perimeter, adequate lighting, sophisticated video surveillance and convenient point-of-sale system for easy public transactions.

NHS Improvements ☐ YES ☒ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	8
ZEV infrastructure	Simultaneous EV charging capacity	kW	2,000
ZEV infrastructure	Number of DC charging ports	Each	8

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

PPR ID
ePPR-P110-2024-0002 v4

Date 03/18/2026

Additional Information

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1.1225	0.1144	1.0081
			PM 10 Tons	1.0837	0.1054	0.9783
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	6.35	0.593	5.757
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.2578	0.0242	0.2336
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	12.3141	8.5277	3.7864
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	61.7111	13.32755	48.38355
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	50	50	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0.32	0.32	0

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-P110-2024-0002 v4

District	County	Route	EA	Project ID	PPNO
04	Alameda County				2364S

Project Title

Forum Mobility - Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Forum Mobility, Inc
PS&E		181	71					252	Forum Mobility, Inc
R/W SUP (CT)									Forum Mobility, Inc
CON SUP (CT)									Forum Mobility, Inc
R/W									Forum Mobility, Inc
CON				7,847				7,847	Forum Mobility, Inc
TOTAL		181	71	7,847				8,099	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E		181	71					252	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				4,006	1,870			5,876	
TOTAL		181	71	4,006	1,870			6,128	

Fund #1:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									FM Adeline, LLC. Parent Company: F
PS&E		181	71					252	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,269				5,269	
TOTAL		181	71	5,269				5,521	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E		181	71					252	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,056				2,056	
TOTAL		181	71	2,056				2,308	

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

PPR ID
ePPR-P110-2024-0002 v4

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									Program Code - 20.XX.723.100
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,578				2,578	
TOTAL				2,578				2,578	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,950				1,950	
TOTAL				1,950				1,950	

Fund #3:	Local Funds - Air Board (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Bay Area Air Quality Management Di
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Carl Moyer grant that is currently in a Scope Change Request that will result in a smaller award amount.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,870			1,870	
TOTAL					1,870			1,870	

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

PPR ID
ePPR-P110-2024-0002 v4

Complete this page for amendments only Date 03/18/2026

District	County	Route	EA	Project ID	PPNO
04	Alameda County				2364S

SECTION 1 - All Projects

Project Background

The Beyond the Dock – HD Electrification of the Port of Oakland Priority Trade Corridors project (PPNO 2364s) is a heavy-duty (HD) charging depot, known as FM Adeline, located at 1407 Middle Harbor Road on Port of Oakland (POAK) property. Originally designed as a kW-level charging depot, it was intended to serve drayage fleets with a mix of bobtail and pull-through charging bays capable of slow charging up to 30 trucks at one time.

The project is now pivoting to a high-throughput architecture utilizing a mix of Megawatt Charging System (MCS) and kW Combined Charging System (CCS) technology. This shift allows the facility to serve a wider range of Heavy-Duty Electric Vehicles (HDEVs) while increasing the daily throughput capacity from the original 30 trucks to 81 trucks per day.

Notably, the project received its full CEQA clearance in May 2023, confirming its readiness for construction. The 24/7 staffed facility is designed to provide a "gas station" model of high-speed charging (30–45 minutes) and includes critical on-site amenities such as driver restroom facilities, a fenced perimeter with video surveillance, and point-of-sale systems for public transactions.

Programming Change Requested

This amendment requests a scope and cost adjustment. The project is pivoting from a 100% first-generation Combined Charging System (CCS) design to a high-throughput Megawatt Charging System (MCS) and CCS mixed architecture.

- Scope Change: Shifting from 26 CCS ports to 8 high-power ports (4 MCS pull-through lanes and 4 CCS bobtail bays).
- Cost Change: Reducing the total programmed project cost from $8,099,000 to $6,128,178 a total reduction of approximately 24.3%
- Schedule Change: Shifting the construction start date from August 1, 2025, to August 15, 2026, to align with the CTC approval process in May of 2026.

Reason for Proposed Change

The project is pivoting to MCS technology to maximize operational efficiency and respond to a faster-than-anticipated market shift.

- Increased Throughput: While the original CCS-only design could support 30 trucks per day, the high-power MCS architecture increases this capacity to 81 trucks per day, a 170% increase in utility and emissions-reduction potential.
- Market Acceleration: MCS technology was originally projected to reach commercial readiness toward the end of the decade; however, major OEMs have accelerated deployment to 2026.
- Fleet Compatibility: Currently, there are approximately 12 CCS-compatible trucks registered with the Port of Oakland (POAK). Transitioning to MCS now prevents the facility from becoming a "stranded asset" while maintaining enough CCS ports to serve existing CCS trucks.
- Vehicle Cost Dynamics: As MCS becomes the industry standard, the total cost of ownership for MCS-compatible trucks is becoming lower than CCS counterparts, ensuring that MCS will remain the preferred technology for drayage operators. The updated project cost of $6,128,178 reflects the advanced power electronics required to support this superior throughput and future-proof the site.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The project schedule for the Construction (CON) phase has been adjusted due to the administrative timing of the state approval process.

Reason for the delay: The shift in the project schedule is due to the adjustment in the California Transportation Commission (CTC) meeting cycle. To ensure a comprehensive submittal of the project's technical pivot to Megawatt Charging (MCS), the request was moved from the March meeting cycle to the May 2026 CTC meeting. This two-month administrative adjustment has a direct "waterfall" effect on the project timeline: it pushed the date for the formal issuance of equipment Purchase Orders (POs) by two months, which in turn moved the physical construction start date to September 15, 2026, and the final end of construction to March 15, 2027.

Cost increase related to the delay: There is no cost increase associated with this delay. The schedule shift is purely a matter of administrative alignment and does not result in any increased overhead, mobilization fees, or inflationary penalties.

Other Significant Information

This project serves as a critical proof-of-concept for high-speed drayage charging in California. The project has received significant community and stakeholder support, including backing from the Port of Oakland, City of Oakland, and the Harbor Trucking Association.

The pivot to MCS ensures that the project delivers the highest possible environmental benefit by maximizing the number of diesel miles displaced each day.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Forum Mobility, Inc. requests a formal amendment to the Beyond the Dock (PPNO 2354s) project to update the scope, cost, and schedule. The

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

amendment proposes a transition from a 100% CCS-charging architecture to a high-throughput Megawatt Charging System (MCS) and CCS mixed design. This shift increases the project's capacity from 30 to 81 trucks per day, ensuring the facility remains technologically relevant as OEMs accelerate MCS vehicle production.

The total project cost is being updated to $6,128,178 to reflect the advanced power electronics required for MCS. Additionally, the construction start date is adjusted to September 15, 2026, to align with the May 2026 CTC meeting cycle and subsequent equipment procurement lead times. This amendment ensures the project delivers superior environmental benefits and remains a viable, high-utilization asset for the Port of Oakland drayage community.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

Americans with Disabilities Act (ADA) Notice: This document is available in alternative accessible formats. For more information, please contact the Forms Management Unit at (279) 234-2284, TTY 711, in writing at Forms Management Unit, 1120 N Street, MS-89, Sacramento, CA 95814, or by email at Forms.Management.Unit@dot.ca.gov.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1s.(2), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM – PROJECT SCOPE AMENDMENT – FORUM MOBILITY – BEYOND THE DOCK - HD ELECTRIFICATION OF THE PORT OF OAKLAND PRIORITY TRADE CORRIDORS PROJECT**
RESOLUTION TCEP-P-2526-19

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Forum Mobility – Beyond the Dock - HD Electrification of the Port of Oakland Priority Trade Corridors Project (PPNO 2364S), in Alameda County, to revise the scope?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope amendment for the SB 1 TCEP Forum Mobility – Beyond the Dock - HD Electrification of the Port of Oakland Priority Trade Corridors Project (PPNO 2364S), in Alameda County, to revise the scope.

DISCUSSION:

The SB 1 TCEP Forum Mobility – Beyond the Dock - HD Electrification of the Port of Oakland Priority Trade Corridors Project proposed to construct the first publicly accessible heavy-duty electric vehicle charging depot on Port of Oakland property to accelerate the widespread adoption of heavy-duty electric vehicles (HDEV). The project proposed to install 26 charging ports and 4 pull-through lanes, including overnight accessibility with driver amenities including restrooms and secure parking for personal vehicles.

The Department is now requesting a project scope amendment to upgrade the charging technology to accommodate the new, higher-powered HDEV models and align the infrastructure with the prevailing industry standard for commercial charging. The proposed

change will deliver eight Megawatt Charging System (MCS) ports, including four pull-through MCS lanes and four bobtail Combined Charging System (CCS) bays. This is compared to the originally proposed 26 low power CCS ports. This dual-standard approach is necessary to meet the Port of Oakland's lease requirement to maintain CCS capability, and to ensure charging access for the existing CCS HDEVs currently registered in the Port of Oakland. The upgrade to MCS chargers enables faster charging time and quicker turnover for charging stations, resulting in a higher daily truck throughput with fewer overall charging spots. The smaller number of charging units results in a substantially smaller physical footprint for the depot itself, leading to significantly lower construction costs. These changes are due to rapid unforeseen market and technological developments that occurred after the application submission.

Although this scope amendment reduces the project outputs, the proposed equipment is expected to provide a greater throughput of zero-emission heavy-duty trucks while the charging capacity remains the same. There is a delay in project schedule, however, the proposed benefits are the same with higher emission reductions per dollar spent along with a reduction in SB 1 TCEP funding.

ANALYSIS:

The Department’s analysis has concluded that the rapid unforeseen market and technological developments are beyond the control of the applicant. The revised scope will upgrade the charging technology to accommodate the new, higher-powered HDEV models and align the infrastructure with the prevailing industry standard for commercial charging.

ANALYSIS RECOMMENDATION:

Based on the Commission’s scope change guidance, as well as the analysis of the proposed scope changes, the Department has determined that this scope amendment will not significantly reduce the overall project benefit. The project benefits remain the same and the proposed changes will provide greater throughput than the original scope. Therefore, the Department supports the proposed scope changes for this project.

BACKGROUND:

SB 1 TCEP Guidelines stipulate that any agency implementing a project, present scope changes to the Department in a timely manner. The Department will make a recommendation to the Commission for final approval of this scope change with the understanding that scope changes that are significant and result in a decrease in project benefits may result in either a reduction of SB 1 TCEP funds or removal of this project from the program.

Attachment

Caltrans/SB 1 Scope Change Analysis

Forum Mobility – Beyond the Dock – HD Electrification of the Port of Oakland Priority Trade Corridors

Date Completed: 3/10/2026 CTC Meeting: May 14-15, 2026

Project Information

Project Title: **Beyond the Dock-HD Electrification of the Port of Oakland Priority Trade Corridors**

District: 4

PPNO: 2364S

Cycle: 4

Nominating Agency: Caltrans (modified)

Implementing Entity: Forum Mobility

Funding Program(s): TCEP

Submitted Documents

☒ **Scope Change Request**

☐ **Original ePPR**

☒ **Revised ePPR**

Additional Information: The proposed scope modification request also includes an updated ePPR, and revised Benefit Cost Analysis that supports the overall site performance and public benefit by shifting from a high-density, first-generation Combined Charging System (CCS) design to a high-throughput Megawatt Charging System (MCS) model system.

Summary

Reduction in Outputs?

Yes: ☒ No: ☐

Reduction in Benefits?

Yes: ☐ No: ☒

Increase/Reduction in Total Project Cost?

Increase: ☐ Reduction: ☒ No Change: ☐

Increase/Reduction in SB 1 Funds?

Increase: ☐ Reduction: ☒ No Change: ☐

Do all partners and funding entities approve of the proposed scope change?

Yes: ☒ No: ☐

Does the SB 1 Office recommend?

Yes: ☒ No: ☐

Original Scope

The Beyond the Dock – HD Electrification of the Port of Oakland Priority Trade Corridors project was originally programmed as a 26 Combined Charging System (CCS) port that were a mix of bobtail and pull-through charging bays, that would afford the site the capability to charge a maximum of 30 Heavy Duty Electronic Vehicles (HDEV) trucks, at one time, by utilizing the four pull-throughs for two HDEVs (one truck and trailer and one bobtail truck).

Proposed Scope

The proposed scope change for the Beyond the Dock – HD Electrification of the Port of Oakland Priority Trade project shifts to a Megawatt Charging System (MCS), upgrading the charging infrastructure to support faster charging speeds and greater throughput. The revised scope includes a combination of eight MCS ports and four lower-kilowatt CCS units, consisting of four MCS charging ports and four CCS bobtail charging ports.

Comparison of Project Scope Outputs

Feature	Original Application (Approved)	Proposed Scope Change
Total Charging Ports	26 ports (4 pull-through & 22 bobtail)	8 ports (4 pull-through & 4 bobtail)
Pull-Through Lanes	4 lanes All kW-level (CCS)	4 lanes All MCS-enabled
Bobtail Charging Lanes	22 charging bays All kW-level (CCS)	4 charging bays All CCS-enabled
Charging Level Technology	All kW-level (CCS)	Mixed: 4 (MCS) & 4 kW (CCS)

Reason/Justification

This proposed project scope is pivoting the core charging architecture from a high-density, first-generation Combined Charging System (CCS) design to a high-throughput Megawatt Charging System (MCS) model to ensure the site's long-term viability and maximize public benefit. This critical technology shift is driven by the rapid, unforeseen, and near-universal adoption of MCS by HDEV Original Equipment Manufacturers and fleet operators.

MCS offers fundamental operational superiority, enabling a faster, "gas station" charging model (30–45-minute charging) that significantly maximizes vehicle

uptime and daily truck throughput compared to the original site plan, which was at 100% CCS design.

While the original scope featured 26 CCS ports, the new 24/7 publicly accessible design utilizes eight MCS ports with four pull-through MCS lanes and four bobtail CCS bays that will accommodate the new, higher-powered HDEV models and align the infrastructure with the prevailing industry standard for commercial charging.

The final design also incorporates a mixed solution featuring four pull-through MCS lanes and four bobtail CCS charging bays. This dual-standard approach is necessary to:

1. Meet the Port of Oakland's lease requirement to maintain CCS capability, and
2. Ensure charging access for the approximately 12 existing CCS drayage HDEVs currently registered in the Port of Oakland drayage truck registry guaranteeing that no already-deployed zero-emission vehicle is stranded by the technology transition

Impact to Cost:

The Beyond the Dock project was originally programmed for a project cost of $8,099,000; this was split as $5,521,000 in private funding and $2,578,000 in TCEP funding.

With this scope change and the addition of new local funding the project cost is now $6,128,000; which includes a receipt of Local Grant funding from the Bay Area Air Quality Management District for $1,870,000. The reduction in the project cost also includes a reduction of $628,000 in TCEP funding.

The new funding amounts are:

Funding Type	Project Cost at Adoption	Project Cost After Scope Change
Private funding	$5,521,000	$2,308,000
TCEP Funding	$2,578,000	$1,950,000
Local Funding – Bay Area Quality Mgmt District	0	$1,870,000
Totals	**$8,099,000**	**$6,128,000**

Impact to Schedule:

Phase	Current Milestone Date	Proposed Milestone Date
PA&ED	10/10/2023	10/10/2023
PS&E (Design)	3/1/2025	3/1/2025
Begin CON	8/1/2025	8/14/2026
End CON	5/29/2026	3/15/2027

The schedule adjustments above are a direct result of the administrative timeline associated with this Scope Change and meeting the California Transportation Commission (CTC) meeting due dates.

To allow for a complete and well-documented submittal reflecting the project's technical transition to Megawatt Charging (MCS), the request was moved from the March meeting to the May 2026 CTC meeting.

This two-month administrative adjustment has a direct "waterfall" effect on the project timeline: it pushed the date for the formal issuance of equipment Purchase Orders (POs) by two months, which in turn moved the physical construction start date to September 15, 2026, and the final end of construction to March 15, 2027

Despite these shifts in the physical construction schedule, there is no impact on the project's fiscal standing or funding eligibility. Forum Mobility remains fully committed to requesting the fund allocation within FY 25-26, consistent with the fiscal year approved during the 2024 TCEP adoption.

Forum Mobility will continue to coordinate closely with Caltrans staff to provide regular project updates and ensure the timely delivery of the project.

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	10/23/2023	10/23/2023
Circulate Environmental Document Document Type: CE		
Draft Project Report	04/22/2023	08/01/2025
End Environmental Phase (PA&ED milestone)	02/25/2025	02/25/2025
Begin Design (PS&E) Phase	03/01/2025	03/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	06/01/2025	06/01/2025
Begin Right of Way Phase	11/08/2022	11/08/2022
End Right of Way Phase (Right of Way Certification Milestone)	07/01/2024	07/01/2024
Begin Construction Phase (Contract Award Milestone)	08/01/2025	08/14/2026
End Construction Phase (Construction Contract Acceptance Milestone)	05/29/2026	03/15/2027
Begin Closeout Phase	06/02/2026	03/22/2027
End Closeout Phase (Closeout Report)	08/01/2026	05/17/2027

Impact to Outputs

Although there is a reduction of the number of DC charging port and vehicle stalls available for charging, the introduction of MCS infrastructure results in substantially increasing throughput and total charging capacity on the site, leading to increased project benefits.

MCS technology to maximize operational efficiency and respond to a faster-than-anticipated market shift.

The proposed MCS-capable ports will be deployed with a maximum charge rate of 1,200 kW and a simultaneous charge rate of 300 kW per port. By comparison, the originally proposed chargers were limited to a maximum charge rate of 300 kW and a simultaneous charge rate of only 100-150 kW.

While the original CCS-only design could support 30 trucks per day, the high-power MCS architecture increases this capacity to 81 trucks per day, a 170% increase in utility and emissions-reduction potential.

This represents a step-change in charging performance that materially reduces vehicle dwell time and enables more trucks to be charged per day using the same site footprint.

Approved Outputs as shown in Original ePPR

Project Outputs			
Category	Outputs	Unit	Total
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of DC charging ports	Each	30
ZEV infrastructure	Number of vehicle stalls available for charging	Each	26
ZEV infrastructure	Simultaneous EV charging capacity	kW	2,000

Proposed Outputs:

Project Outputs			
Category	Outputs	Unit	Total
ZEV infrastructure	Number of Locations with ZEV infrastructure	Each	1
ZEV infrastructure	Number of vehicle stalls available for charging	Each	8
ZEV infrastructure	Simultaneous EV charging capacity	kW	2,000
ZEV infrastructure	Number of DC charging ports	Each	8

Comparison of Project Scope Outputs		
Feature	**Original Application (Approved)**	**Proposed Scope Change**
Total Charging Ports	26 port (30-vehicle capacity - 4 pull-through with 8-vehicle capacity & 22 bobtail each with a single vehicle capacity) (4 pull-through & 22 bobtail)	8 ports (4 pull-through & 4 bobtail)
Pull-Through Lanes	4 lanes All kW-level (CCS)	4 lanes All MCS-enabled
Bobtail Charging Lanes	22 charging bays All kW-level (CCS)	4 charging bays All CCS-enabled
Charging Level Technology	All kW-level (CCS)	Mixed: 4 (MCS) & 4 kW (CCS)

Although there is a drop in outputs, the project shows the benefits do not decrease.

The benefit-cost analysis (BCA) model used to calculate the project benefits reported in the original TCEP application was updated, using the updated daily maximum trucks charged as an input from year one (the project opening year, 2026) through the year 15 (2041). The estimated daily trucks charged reflects the anticipated operational efficiency achieved through the proposed scope change discussed in the previous section.

As a result of these limited input updates, project benefits were maintained or increased across all evaluated metrics relative to the original application. Metrics that remain unchanged have ratio units that are not impacted by the scale of the project. Also of note is that the original ePPR at the time of the project adoption did not include Cost Benefit ratio or the job created, but was added as part of the scope change benefits analysis.

(See next page)

Trade Corridor Enhancement Program – *Beyond the Dock – HD Electrification of the Port of Oakland Priority Trade*	
Existing Average Annual Vehicle Volume on Project Segment	N/A
Existing Average Annual Truck Percent on Project Segment	N/A
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	N/A
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project	N/A

Measure	**Metric**	**Project Type**	**Proposed (Scope Change)**	**Approved (Baseline)**	**Delta**	**Notes**
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All	0	0	0	
	Change in Daily Truck Hours of Delay	All (except rail)	0	0	0	
	(Optional) Person Hours of Travel Time Saved	All	0	0	0	
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	0	0	0	
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	0	0	0	
	(Optional) Other Information	All	0	0	0	
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only	0	0	0	
	Change in Rail Volume	Rail	N/A	N/A	N/A	
	(Optional) Change in Cargo Volume	Sea port, airport	0	0	0	
	(Optional) Other Information	All	0	0	0	
System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only	N/A	N/A	N/A	
	(Optional) Other Information	All				
Velocity (Freight)	Travel time or total cargo transport time	All	0	0	0	
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility		0	0	0	
	(Optional) Average Peak Period Weekday Speed for Rail Facility		0	0	0	
	(Optional) Other Information	All	0	0	0	
Air Quality	Particulate Matter (PM 10)	All	1.0837	0.1054	+0.97830	Scope Change reflects optimized zero-emission equipment selection and updated duty-cycle projections, resulting in higher localized emission reductions per dollar spent compared to baseline."
	Particulate Matter (PM 2.5)		1.1225	0.1144	+1.00810	
	Carbon Oxide (CO_2)		0	0	0	
	Volatile Organic Compounds (VOC)		6.35	0.593	+5.7570	
	Sulphur Oxides (SO_X)		0.2578	0.0242	+0.2336	
	Carbon Monoxide (CO)		12.3141	8.5277	+3.7864	
	Nitrogen Oxides (NO_X)		61.7111	13.32755	+48.38355	

Safety	Number of Fatalities	Road and	0	0	0	
	Rate of Fatalities per 100 Million VMT	Land Port	0	0	0	
	Number of Serious Injuries		0	0	0	
	Number of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		0	0	0	
	(Optional) Other Information	All	0	0	0	
Cost Effectiveness	Cost Benefit Ratio	All	32%	32%	0%	Funding-to-cost ratio remains consistent with the baseline at 0.32, maintaining the state's proportional investment despite the reduction in total project scale.
	(Optional) Other Information	All	0	0	0	
Economic Development	Jobs Created	All	50	50	0	Job creation estimates remain consistent with baseline projections as the core construction and installation components of the electrification infrastructure are preserved in the revised scope.
	(Optional) Other Information	All	0	0	0	

Summary

This proposed project scope is pivoting from a high-density, first-generation Combined Charging System (CCS) design to a high-throughput Megawatt Charging System (MCS) model to ensure the site's long-term viability and maximize public benefit.

MCS offers fundamental operational superiority, enabling a faster, "gas station" charging model that significantly maximizes vehicle uptime and daily truck throughput compared to site plan that a 100% CCS design, which aligns with Port of Oakland objectives of maintaining charging capacity and access for HDEVs.

This project was adopted to serve the drayage fleets that operate from the Port of Oakland, as well as offering 24/7 public charging for any HDEV through a reservation system or on-demand charging. Despite the pivot in the outputs, however, the project has shown that benefits will increase, thus still delivering within the original intent of the project.

Jacobs

Roundhouse Battery-Electric Truck Charging Station Project

Initial Study/Negative Declaration

Final

May 2023

Prepared for
Port of Oakland

PORT OF OAKLAND

Contents

Acronyms and Abbreviations v
1 Introduction 1-1
1.1 Purpose of an Initial Study 1-1
1.2 Document Organization 1-2
1.3 CEQA Process 1-2
1.4 Project Information summary 1-4
2 Project Description 2-1
2.1 Project Background 2-1
2.2 Purpose and Need 2-1
2.3 Existing Conditions 2-1
2.3.1 Industrial 2-2
2.3.2 Residential 2-2
2.3.3 Utilities 2-2
2.3.4 Historical Land Uses 2-2
2.3.5 Hazards and Hazardous Materials 2-2
2.3.6 Existing Access Roads 2-3
2.4 Project Description 2-3
2.4.1 Electric Freight Vehicle Chargers 2-3
2.4.2 Onsite Electrical Equipment 2-3
2.4.3 Ancillary Facilities 2-4
2.5 Construction Methodology 2-4
2.5.1 Staging 2-4
2.5.2 Schedule 2-4
2.5.3 Equipment 2-4
2.5.4 Utilities 2-4
2.6 Best Management Practices 2-6
2.6.1 Other Construction Best Management Practices 2-7
2.7 No-Build Alternative 2-8
3 Environmental Checklist and Analysis 3-1
Agency Determination 3-3
3.1 Aesthetics 3-4
3.1.1 Environmental Setting 3-4
3.1.2 Regulatory Setting 3-5
3.1.3 Impact Analysis 3-5
3.1.4 Mitigation Summary 3-6
3.2 Agriculture and Forest Resources 3-7
3.2.1 Environmental Setting 3-7
3.2.2 Regulatory Setting 3-8
3.2.3 Impact Analysis 3-8
3.2.4 Mitigation Summary 3-8
3.3 Air Quality 3-9
3.3.1 Environmental Setting 3-9

3.3.2 Regulatory Setting 3-11
3.3.3 Impact Analysis 3-16
3.3.4 Avoidance and Minimization Measures 3-17
3.4 Biological Resources 3-20
3.4.1 Environmental Setting 3-20
3.4.2 Regulatory Setting 3-20
3.4.3 Impact Analysis 3-21
3.4.4 Mitigation Summary 3-22
3.5 Cultural Resources 3-23
3.5.1 Environmental Setting 3-23
3.5.2 Regulatory Setting 3-23
3.5.3 Impact Analysis 3-24
3.5.4 Mitigation Summary 3-24
3.6 Energy 3-25
3.6.1 Environmental Setting 3-25
3.6.2 Regulatory Setting 3-25
3.6.3 Impact Analysis 3-25
3.6.4 Mitigation Summary 3-26
3.7 Geology and Soils 3-27
3.7.1 Environmental Setting 3-27
3.7.2 Regulatory Setting 3-28
3.7.3 Impact Analysis 3-28
3.7.4 Mitigation Summary 3-30
3.8 Greenhouse Gas Emissions 3-31
3.8.1 Environmental Setting 3-31
3.8.2 Regulatory Setting 3-31
3.8.3 Impact Analysis 3-33
3.8.4 Mitigation Summary 3-33
3.9 Hazards and Hazardous Materials 3-34
3.9.1 Environmental Setting 3-34
3.9.2 Regulatory Setting 3-36
3.9.3 Impact Analysis 3-37
3.9.4 Mitigation Summary 3-38
3.10 Hydrology and Water Quality 3-39
3.10.1 Environmental Setting 3-39
3.10.2 Regulatory Setting 3-40
3.10.3 Impact Analysis 3-41
3.10.4 Mitigation Summary 3-42
3.11 Land Use and Planning 3-43
3.11.1 Environmental Setting 3-43
3.11.2 Regulatory Setting 3-43
3.11.3 Impact Analysis 3-44
3.11.4 Mitigation Summary 3-45

3.12 Mineral Resources 3-46
3.12.1 Environmental Setting 3-46
3.12.2 Regulatory Setting 3-46
3.12.3 Impact Analysis 3-46
3.12.4 Mitigation Summary 3-46
3.13 Noise 3-47
3.13.1 Environmental Setting 3-47
3.13.2 Regulatory Setting 3-48
3.13.3 Impact Analysis 3-48
3.13.4 Avoidance and Minimization Measures 3-49
3.14 Population and Housing 3-52
3.14.1 Environmental Setting 3-52
3.14.2 Regulatory Setting 3-52
3.14.3 Mitigation Summary 3-52
3.15 Public Services 3-53
3.15.1 Environmental Setting 3-53
3.15.2 Regulatory Setting 3-54
3.15.3 Impact Analysis 3-54
3.15.4 Mitigation Summary 3-54
3.16 Recreation 3-55
3.16.1 Environmental Setting 3-55
3.16.2 Regulatory Setting 3-55
3.16.3 Impact Analysis 3-55
3.16.4 Mitigation Summary 3-56
3.17 Transportation and Traffic 3-57
3.17.1 Environmental Setting 3-57
3.17.2 Regulatory Setting 3-57
3.17.3 Impact Analysis 3-58
3.17.4 Mitigation Summary 3-58
3.18 Tribal Cultural Resources 3-59
3.18.1 Environmental Setting 3-59
3.18.2 Regulatory Setting 3-59
3.18.3 Impact Analysis 3-59
3.18.4 Mitigation Summary 3-60
3.19 Utilities and Service Systems 3-61
3.19.1 Environmental Setting 3-61
3.19.2 Regulatory Setting 3-61
3.19.3 Impact Analysis 3-62
3.19.4 Mitigation Summary 3-62
3.20 Wildfire 3-63
3.20.1 Environmental Setting 3-63
3.20.2 Regulatory Setting 3-63
3.20.3 Impact Analysis 3-64
3.20.4 Mitigation Summary 3-64

3.21 Mandatory Findings of Significance 3-65
3.21.1 Impact Analysis 3-65
4 List of Preparers 4-1
5 Distribution List 5-1
6 References 6-1

Tables

Table 3.3-1. Ambient Air Quality Standards 3-13
Table 4-1. List of Preparers and Reviewers 4-1

Figures

Figure 1-1. Project Location 1-3
Figure 2-1. Project Elements 2-5

Appendices

Appendix A Project Site Utilities
Appendix B Revised Site Management Plan
Appendix C Port of Oakland's Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources
Appendix D Port of Oakland Exterior Lighting Policy

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
µg/L	micrograms per liter
°F	degrees Fahrenheit
AB	Assembly Bill
ABAG	Association of Bay Area Governments
AMM	avoidance and minimization measure
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
ARPA	Archeological Resources Protection Act
BAAQMD	Bay Area Air Quality Management District
BCDC	San Francisco Bay Conservation and Development Commission
bgs	below ground surface
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/EPA	California Department of Environmental Health
CARB	California Air Resources Board
CCAA	California Clean Air Act of 1988
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historic Resources
CSLC	California State Lands Commission

Acronym	Definition
CWA	federal Clean Water Act
CY	cubic yards
dBA	A-weighted decibels
diesel PM	particulate exhaust emissions from diesel-fueled engines
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
E&E	Ecology and Environment, Inc.
EBMUD	East Bay Municipal Utilities District
EIR	Environmental Impact Report
EO	Executive Order
ESL	Environmental Screening Level
FESA	federal Endangered Species Act
ft^2	square feet
ft^3	cubic feet
GHG	greenhouse gas
HFC	hydrofluorocarbon
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/AD	Initial Study/Addendum
lbs./day	pounds per day
L_{dn}	day-night average sound level
LOS	level of service
MBTA	Migratory Bird Treaty Act
mg/kg	milligrams per kilogram
mm	millimeter
MMRP	Mitigation Monitoring and Reporting Program
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MT CO_2e	metric tons of carbon dioxide equivalents

Acronym	Definition
NAAQS	National Ambient Air Quality Standards
NAHC	National American Heritage Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NFI	Notice of Federal Interest
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
N_2O	nitrous oxide
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
O_3	ozone
OARB	Oakland Army Base
OHP	Office of Historic Preservation
OSCAR	Open Space Conservation and Recreation Element
OSPR	Oil Spill Prevention and Response
Pb	lead
PFC	perfluorocarbon
PM	particulate matter
PM_{10}	particulate matter less than 10 micrometers
$PM_{2.5}$	particulate matter less than 2.5 micrometers
ppm	parts per million
PSD	Prevention of Significant Deterioration
ROC	reactive organic compound
RORO	roll-on/roll-off
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SB	Senate Bill

Acronym	Definition
SCA	Standard Condition of Approval
SCADA	supervisory control and data acquisition
SF_6	sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SMP	Site Management Plan
SO_2	sulfur dioxide
SPH	separate-phase hydrocarbons
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	The Climate Registry
TEU	twenty-foot equivalent unit
UP	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USC	United States Code
USCG	U.S. Coast Guard
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
VOC	volatile organic compound

1 INTRODUCTION

The Port of Oakland (Port) has prepared this Initial Study with Negative Declaration (IS/ND), which examines the potential environmental impacts of the alternatives being considered for the proposed Roundhouse Battery-Electric Truck Charging Station Project (Project) located in the Roundhouse Area within the Port's Seaport facility in Oakland, California (Figure 1-1).

The Project consists of improving utilization of the Roundhouse Area by providing facilities for Zero Emission (ZE) Battery-Electric Class 8 truck charging onsite. The site currently serves as a paved parking area for large Class 8 trucks, containerized and bulk cargo transloading, and short-term storage. The Project site is south of the Union Pacific Railroad (UP) tracks and east of the Schnitzer Steel property.

To support future projections for increased use of ZE battery-electric trucks, the Project would construct publicly available battery-electric truck charging facilities. Truck owners will either slow-charge their parked battery-electric trucks overnight or stop to "opportunity charge" their trucks during their workday. The proposed station operator will also procure and provide a small number of battery-electric trucks for operators and trucking companies to lease for their operations. Currently, very few battery-electric trucks serve the Seaport (17 total), and these trucks park and charge within the leaseholds of the Port tenants who own the trucks. The charging stations within tenant leaseholds are not publicly available to all truckers. The Port anticipates that the use and operation of ZE battery-electric trucks will steadily increase, driving the need for publicly available truck charging at the Seaport.

The Port is the lead agency for the Project under the California Environmental Quality Act (CEQA). This document explains why the Project is being proposed, what alternatives have been considered for the Project, how the existing environment could be affected by the Project, the potential impacts of each of the alternatives, and the proposed avoidance and minimization measures (AMMs).

1.1 PURPOSE OF AN INITIAL STUDY

CEQA was enacted in 1970 for the purpose of providing decision makers and the public with information regarding environmental effects of proposed projects, identifying means of avoiding environmental damage, and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The Port has determined that the proposed Project is subject to CEQA, and no exemptions apply. Therefore, preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise, the lead agency may adopt a negative declaration or mitigated negative declaration.

1.2 DOCUMENT ORGANIZATION

This Initial Study is organized into seven sections as follows:

- **Section 1, Introduction:** Provides an overview of the Project and the CEQA environmental documentation process.
- **Section 2, Project Description:** Provides a description of the Project and design options, construction methods, and the Project's purpose and need.
- **Section 3, Environmental Checklist and Analysis:** Provides the lead agency determination and a detailed discussion of the environmental factors that would be potentially affected by this Project as indicated by an analysis based on the CEQA Guidelines Appendix G checklist.
- **Section 4, List of Preparers:** Provides the names and roles of the individuals who contributed to the development of this IS/ND.
- **Section 5, Distribution List:** Provides a list of the individuals and entities to whom this IS/ND will be delivered.
- **Section 6, References:** Provides information regarding the documents and other reference materials used during the preparation of this IS/ND.

1.3 CEQA PROCESS

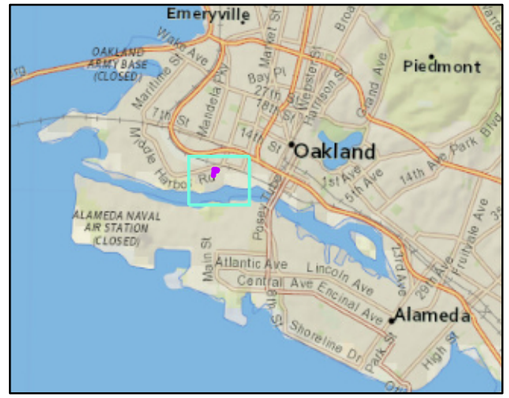
To begin the CEQA process, the lead agency identifies a proposed project. The lead agency then prepares an initial study to identify the preliminary environmental impacts of the proposed project. This IS/ND has been prepared in accordance with CEQA provisions to analyze the possible environmental impacts of the proposed Project so that the public can take these impacts into account when considering action on the Project.

Per CEQA Section 15073, the Port will circulate this Draft IS/ND for review for 30 days from April 14, 2023, to May 14, 2023. The IS/ND will be made available at the Port website (https://www.portofoakland.com/community/environmental-stewardship/maritime-air-quality-improvement-plan/). In addition, the document will be made available at the following location:

Port of Oakland
530 Water St
Oakland, CA 94607

During the 30-day public review period, the general public and responsible and trustee agencies were asked to submit comments on this Draft IS/ND to the Port by the May 15, 2023, deadline.





LEGEND

- Project Area
- County Parcels

Source:
1. Imagery: ESRI, Maxar March 2021

N

0 400 800

Feet

Figure 1-1
Project Location
Roundhouse Battery-Electric Truck
Charging Station Project
Port of Oakland

\\DC1VS01\GISPROJ\P\PORT_OF_OAKLAND\EV_CHARGING_FACILITY_PROJECT\GIS\MAPFILES\REPORT\2023\IS_ND\04_APRIL\PROJECT_LOCATION.MXD PRIESTAF 4/11/2023

If the Project is granted environmental approval and funding is obtained, The Port could design and construct all or part of the Project.

Within 5 days of the Port's approval of the Final IS/ND, the Port will file a Notice of Determination with the County Clerk. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. During that time, the ability to challenge the approval in court may be limited to only those persons who objected to the approval of the Project, and to issues that were presented to the lead agency by any person, either orally or in writing.

The IS/ND was circulated for 32 days between April 14 and May 15, 2023. No comments were received during the public review period. No revisions to the Draft IS/ND document have been made. An electronic copy of this final document will be made available for review at the Port website: (https://www.portofoakland.com/community/environmental-stewardship/maritime-air-quality-improvement-plan/).

1.4 PROJECT INFORMATION SUMMARY

Project Title:

Roundhouse Battery-Electric Truck Charging Station Project

Lead Agency Name and Address:

Port of Oakland
530 Water Street
Oakland, CA 94607

Contact Person and Phone Number:

Eric Englehart
Environmental Programs and Planning Division
Port of Oakland
530 Water Street
Oakland, CA 94607
Office# (510) 627-1187
Email: eenglehart@portoakland.com

Project Location:

The Project is located at the Roundhouse Area at the Port of Oakland. The property address is 1195 Middle Harbor Road, Oakland, California (Assessor's Parcel Number 18-395-8-3).

General Plan Designation:

General Industry and Transportation

Zoning:

General Industrial (IG)

Project Description:

The Project would install battery-electric truck charging stations in a portion of the Roundhouse Area that currently serves as a paved parking area for large Class 8 trucks, containerized and bulk cargo transloading, and short-term storage. The Project includes approximately 22 electric freight vehicle chargers, an additional 22 parking spaces for regular passenger vehicles, onsite electrical equipment, and ancillary facilities such as perimeter fencing, access controls, signage, and lighting.

Surrounding Land Uses and Setting:

The regional setting is characterized by developed urban and industrial areas. The Project footprint is located on Port of Oakland property used for large freight vehicles and equipment, containerized and bulk cargo transloading, and short-term storage.

2 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

In 2015 the Port of Oakland prepared an IS/ND for a different proposed project, the Roundhouse Area Improvements Project, to convert the Roundhouse Area to a grain terminal and truck and UP parking. The project proposed to reconfigure the 37-acre former Union Pacific Roundhouse area (a larger area which encompasses this currently proposed Project Area shown on Figure 1-1) and adjacent 5-acre former Sherex Chemical property, along with adjacent access driveways and rail, to improve the utilization of the site. The Port eventually decided to terminate and cease to pursue the Roundhouse Area Improvements Project. Therefore, the currently proposed Project Area has continued to serve as a paved parking area for large Class 8 trucks, containerized and bulk cargo transloading, and short-term storage.

2.2 PURPOSE AND NEED

The purpose of this Project is to create a permanent public battery-electric truck charging station at the Seaport's Roundhouse Property.

The objectives of the Project are as follows:

- Reduce emissions at Northern California's busiest seaport.
- Reduce congestion at other traditional Port fueling facilities.
- Provide electric truck chargers which provide useful infrastructure for emission reducing policies at the Port.

2.3 EXISTING CONDITIONS

The Project is located approximately 200 feet south of Adeline Street in the eastern portion of the Port's seaport area west of Schnitzer Steel (Figure 1-1). The site is bordered by the Oakland Inner Harbor channel (also known as the Oakland Estuary) to the south and railroad tracks and Middle Harbor Road and Adeline Street to the north. Interstate 880 is approximately 0.3 mile north, and the Alameda Ferry Terminal is located approximately 0.55 mile south of the Project site, on the south side of the Inner Harbor channel. The property address is 1195 Middle Harbor Road, Oakland, California (Assessor's Parcel Number 18-395-8-3).

The Project site is currently used for truck parking, and is at full capacity. [1] Truckers using the Project site primarily haul cargo within the Port's seaport area. Trucks and personal vehicles enter and exit the site at a temporary gate located in the northwestern portion of the property. The trucks enter the site via the same access road used by the Matson Terminal. The parking area generates slightly more than 1,000 gate moves[2] per day Monday through Friday, approximately half in the morning when the trucks are exiting the Project site for the day, and half in the evening, when the trucks are returning (CH2M HILL, 2015).

[1] With the planned lease of a portion of the site to UP, some of the truck parking is being moved to the Howard Terminal at 1 Market Street, as of April 2015.

[2] A gate move is a truck trip one way in or one way out of a gate which provides access to a terminal facility.

2.3.1 Industrial

Land uses in the vicinity of the Project site consist of other industrial facilities, including maritime terminals, ancillary trucking services, scrap steel recycling at Schnitzer Steel, the UP railyard, and warehousing. Schnitzer Steel operations occur from 4 a.m. to 3:30 p.m., Monday through Friday. The UP railyard operates 24 hours per day. Commercial and light industrial facilities and I-880 are located further to the north and east of the Project site.

2.3.2 Residential

The closest residential properties are located at the corner of 5th and Adeline Street in Oakland (approximately 1,700 feet to the northeast) and between Main Street and Barber's Point Road in Alameda (approximately 1,650 feet to the south). Active industrial properties are located between the Project site and those residential properties. The South Prescott neighborhood is located to the north and east of the UP Roundhouse site on the northeast side of I-880 and South Prescott Park. South Prescott Park is located over 1,700 feet from the Project site and is closer than most of the South Prescott neighborhood residences to the Project site.

2.3.3 Utilities

The proposed Project site is an open paved site. The only structures currently located at the larger Roundhouse Area consist of:

- Thirteen 80- to 100-foot-high light masts (light poles)
- Eight wooden power poles
- 6,550 linear feet of railroad tracks
- Fencing around the perimeter of the property
- A small gate house installed by the parking concessionaire

The property also contains active electrical, fire suppression water, sanitary sewer, and storm sewer lines. Existing utility lines are shown on the drawings in Appendix A.

2.3.4 Historical Land Uses

The former UP Roundhouse site was historically used by Western Pacific Railroad, then Union Pacific Railroad, as a roundhouse for heavy maintenance and construction of the railroad's rolling stock and refueling operations on the locomotives. The roundhouse property formerly contained multiple structures, and historical foundations and former utility lines are currently present underneath the pavement in various areas of the property. The Sherex Property, located south and hydrologically downgradient of the Project site, was used by the Sherex Chemical Company for the preparation of precursor chemicals used for the manufacture of fabric softeners, personal use soap products, and hair conditioners. The chemical plant is completely removed from the site; the area was graded and paved and has since been used for container truck parking.

2.3.5 Hazards and Hazardous Materials

The ground beneath the paved former UP Roundhouse property, including the Project site, is known to contain petroleum hydrocarbons, and the entire site is subject to an Environmental Covenant and Environmental Restriction on Property (deed restriction) (Port of Oakland and San Francisco Bay Regional Water Quality Control Board [RWQCB] 2008) and associated Revised Site Management Plan (Appendix B;

please also refer to Section 3.9, Hazards and Hazardous Materials). The entire former UP Roundhouse site is capped with asphalt to accommodate trucks and the pavement is considered an environmental cap to minimize intrusion of rainwater into the subsurface and prevent contact with contaminated soil or liquid (free phase) petroleum hydrocarbons (also referred to as separate-phase hydrocarbons [SPH]).

Groundwater is found between 3 to 5.7 feet below the ground surface (bgs) (RWQCB, 2010).

2.3.6 Existing Access Roads

The Project site would be accessed using Adeline Street or Middle Harbor Road. Adeline Street is four-lane roadway (two lanes in each direction) currently used by large freight vehicles and trucks to access industrial areas. Middle Harbor Road is a four-lane roadway (two lanes in each direction) with a center two-way left turning lane in some areas.

2.4 PROJECT DESCRIPTION

The Project site would be approximately 111,514 square feet (2.56 acres) consisting of generally improved land with pavement, lighting, fencing, and various above- and below-ground utilities, located on the Roundhouse property. The Project proposes to install dual port electric freight vehicle chargers to allow for fast charging of vehicles. Trucks using the Battery-Electric Truck Charging Station must be drayage trucks serving the Seaport and registered in the Port's Secure Truck Enrollment Program (STEP). Once the Project is operational, the peak electrical demand at any one time would not exceed 1 megawatt (MW).

The proposed Project elements are illustrated on Figure 2-1 and discussed in greater detail in the following subsections.

2.4.1 Electric Freight Vehicle Chargers

The proposed Project would include a total of approximately 22 EV Class 8 vehicle dwell spaces with dual ports. Eighteen EV Class 8 vehicle dwell spaces would be located along the perimeter of the property and include 60/120 kilowatt (kW) and also faster 180/360kW charging for both day and night use.

Opportunity charging spaces would be located in the center of the site would be able to accommodate two trucks or four bobtails and would be made available between the hours of 7 a.m. and 6 p.m. These spaces would not be made available to any regularly-contracted customer that would have access to overnight charging in any of the bobtail-only stalls along the perimeter of the property unless otherwise authorized by the Port's Executive Director.

Additionally, the Battery-Electric Truck Charging Station would include approximately 22 parking spaces for regular passenger vehicles with no charging capabilities for day and night use to be used exclusively by the property employees, contractors, and/or customers using the EV charging stalls.

2.4.2 Onsite Electrical Equipment

The Project would install the following equipment:

- Transformers and switchboard (27.95 feet by 6.63 feet)
- Supervisory control and data acquisition (SCADA) enclosure (10 feet x 8 feet)
- 15kv metering cubicle with breaker/reclosure (8 feet x 8 feet)

2.4.3 Ancillary Facilities

2.4.3.1 Perimeter Fence and Access Controls

The perimeter fence around the Project site would be a 6-foot-tall chain-link fence with 1 foot of three-strand barbed wire. The proposed fencing would connect to the existing fencing and would be installed in accordance with Port standards to secure the property. Entryway into the EV charging depot on the Project site would be through a drive-through sliding gate approximately 40 feet wide.

2.4.3.2 Signage

A small sign directing freight vehicles to the charging station main entrance would be installed. The sign would be no larger than 30 square feet and would be attached to the perimeter fence at the Project site. No new signage structures are planned.

2.4.3.3 Lighting

The area is already well lit by existing high mast lighting. Low elevation lighting may be installed and fixed to electrical gear and chargers. Lighting features will only be installed in areas where it is required for safety, security, or operations. No new lighting structures are planned.

2.5 CONSTRUCTION METHODOLOGY

Although the Project site is a fairly level paved parking area, grading would be required for construction of the proposed onsite electrical equipment. It is anticipated that the overall grade of the site would be maintained, and grading would not require import or export of soil material. There is no vegetation on the site; therefore no vegetation removal is required. Delivery of material and supplies would reach the site through on-road delivery along Middle Harbor Road. Additionally, due to the known hazardous materials within the Project vicinity, all work would be done in accordance with the deed restriction.

2.5.1 Staging

Temporary construction staging areas to be used for parking, construction trailers, staging, and storage of construction materials and equipment would be located on a portion of the existing parking area within the Project site boundary.

2.5.2 Schedule

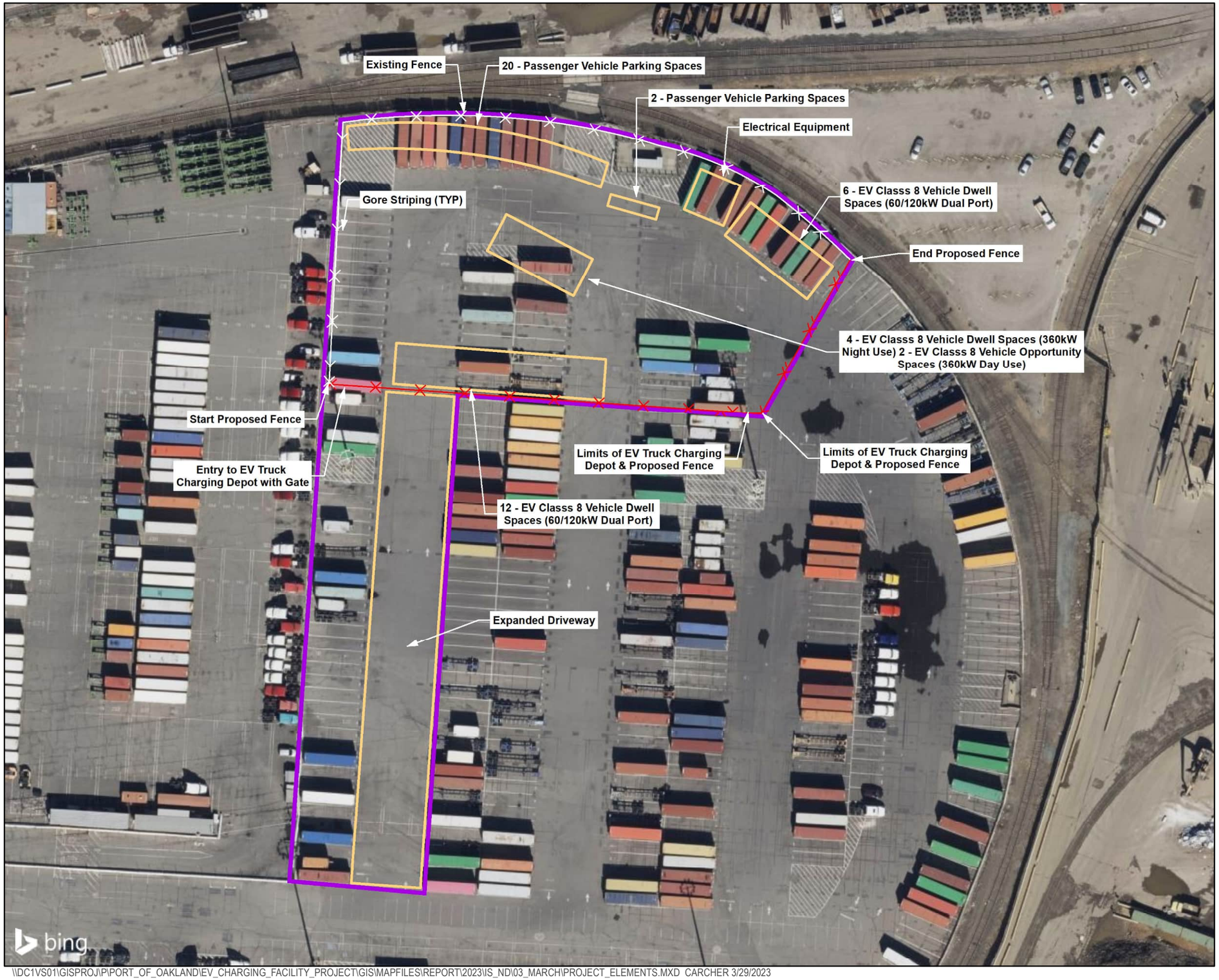
Construction of the Battery-Electric Truck Charging station is anticipated to occur for 12-18 months. Construction is estimated to begin July 1, 2023, and is expected to be complete by December 1, 2023.

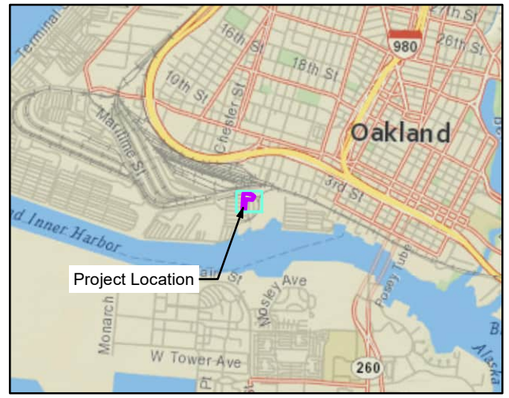
2.5.3 Equipment

Construction equipment used to complete the Project would include excavators, graders, cranes, loaders, telescoping forklifts, backhoe, concrete saws, concrete pumps, concrete trucks, pavers, rollers, compactors, air compressors, portable generators, portable lighting, and watering trucks.

2.5.4 Utilities

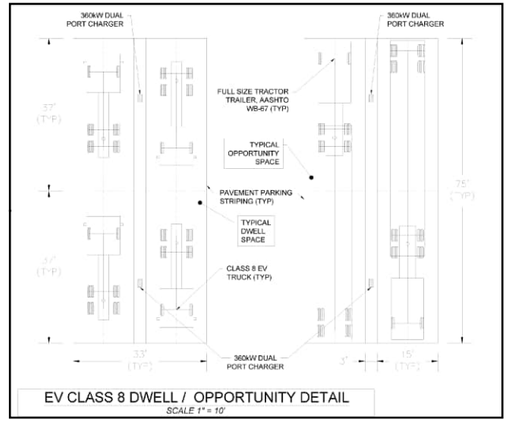
The existing utilities would be protected in place. No relocation is planned. Extension of existing electrical utilities is anticipated.





LEGEND

- Project Area
- Project Elements
- Existing Fence
- Proposed Fence



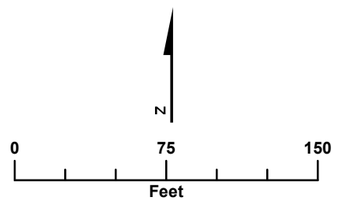


Figure 2-1
Project Elements
Roundhouse Battery-Electric Truck Charging Station Project
Port of Oakland

\\DC1VS01\GISPROJ\P\PORT_OF_OAKLAND\EV_CHARGING_FACILITY_PROJECT\GIS\MAPFILES\REPORT\2023\IS_ND\03_MARCH\PROJECT_ELEMENTS.MXD CARCHER 3/29/2023

2.6 BEST MANAGEMENT PRACTICES

Construction at the site would be conducted in conformance with applicable laws and regulations, including laws and regulations pertaining to the handling and management of hazardous materials, site-specific restrictions contained in the deed restriction and Site Management Plan (SMP) (Appendix B). Although the likelihood of encountering unknown historical or archeological resources is low, the contractor would also be required to comply with the requirements in the Port's Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources (Appendix C). Prior to the start of construction activities, the Port would require the lessee or construction contractor to develop all or most of the following plans, as applicable:

- Stormwater pollution prevention plan (SWPPP)
- Health and safety plan
- Spill prevention and control plan
- Soil and groundwater management plan
- Solid and hazardous waste management plan
- Dust control and air pollution management plan (if needed)
- Traffic control plan (if needed)
- Debris containment plan
- Construction and demolition debris waste reduction and recycling plan

The health and safety plan, solid and hazardous waste management plan, and SMP would address site-specific work practices to ensure that workers and the environment are protected in the event that contaminated soil is uncovered. The spill prevention plan would (a) address management and protective measures, emergency response measures, and methods to capture fuel spills; (b) require a staging area for heavy construction vehicles that prevents leaks into the soil or water; and (c) require that maintenance of heavy construction vehicles be conducted off-site. The solid and hazardous waste management plan and Site Management Plan would also address handling and reuse/disposal of asphalt and other demolition waste which may be contaminated due to contact with underlying contaminated soil. The dust control and air pollution management plan would address measures to minimize dust generated during grading and other construction. In addition to the previously listed construction plans, the Project would implement appropriate best management practices to minimize emissions of fugitive dust during construction of the Project. To further reduce the potential for fugitive dust, the proposed Project would additionally implement the following measures:

- During demolition and loading of aggregate materials, affected areas will be watered every 4 hours.
- Areas being graded will be watered every 3 hours.
- Areas being excavated will be watered frequently enough to maintain a soil moisture of 12 percent, thereby reducing fugitive dust emissions by 69 percent.
- Unpaved roads will be watered twice daily, thereby reducing fugitive dust emissions by 55 percent.
- Paved roads will be swept every 14 days, thereby reducing fugitive dust emissions by 26 percent.
- A publicly visible sign will be posted at the Project site with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The Bay Area Air Quality Management District's (BAAQMD's) phone number will also be visible to ensure compliance with applicable regulations.

These measures provide the greatest reduction from the potentially most substantial sources of fugitive dust (grading and excavation).

2.6.1 Other Construction Best Management Practices

To further reduce impact from construction, the proposed Project would also implement the following measures:

- **Exhaust Control Measures**
  - Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage will be provided for construction workers at all access points.
  - All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- **Water Quality Measures**
  - The contractor will be required to conform to the Linear Underground/Overhead Requirements, as provided in Attachment A of the General Construction Activity Storm Water Permit, or subsequent permits.
  - The contractor will be required to keep a clean and safe workplace. Good housekeeping procedures will include: locating fueling and equipment maintenance activities away from the Bay, avoiding spills through employee training, and cleaning up accidental spills of construction-related materials (such as concrete, equipment fuel, hydraulic fluid, etc.) immediately.
  - The contractor will be required to dispose of construction debris in accordance with all relevant laws and regulations.
- **Noise Measures**
  - The contractor will be required to meet City of Oakland construction noise standards set forth in the Oakland Planning Code, including limits on the hours of noise-generating activities, limits on the number of consecutive days of noisy construction activities and limits on maximum noise at receiving properties.
- **Soil Management and Hazards Measures**
  - The contractor will be required to comply with the Site Management Plan (Appendix B).
  - The contractor will be required to notify the Port's qualified Hazardous Materials Specialist if contamination is encountered in the field.
  - Any excavated soils when known to be, or found to be, contaminated will be stored immediately adjacent to the excavation, placed on plastic sheeting, and covered with plastic sheeting. Stockpiled soil will be covered with plastic and secured from human contact.
- **Cultural Resources Measures**
  - The contractor will be required to follow the Port's Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources (Appendix C) should workers encounter any

unidentified resources during digging/trenching activities. Project construction workers will stop activities within 50 feet of the find if they encounter material that may have cultural, historical, archeological, and/or paleontological value. The contractor will notify the Port and a qualified cultural resources specialist to evaluate the item(s) before continuing with digging activities.

  - During all excavations, construction workers/crews should be especially alert for cultural resources anytime they observe the following conditions: 1) Soil and deposit changes, such as color or type; 2) presence of charcoal particles in soil; 3) any buried objects or structures; 4) a cluster, cache, or deposit (i.e., lens) of materials (which should be considered historically or archaeologically important by the crew until it has been assessed otherwise); and 5) isolates (e.g., a bottle or two, a tool, fragments of a plate, etc.) (isolates should be put aside until the Port's qualified cultural resources specialist can properly examine them).

- **Lighting Measures**
  - The Project lighting will also be consistent with state standards and the Port's Exterior Lighting Policy to minimize glare from newly constructed lighting.

2.7 NO-BUILD ALTERNATIVE

Under the No-build Alternative, the existing Roundhouse property would not be used as a Battery-Electric Truck Charging Station, and the current use of the property would continue.

3 ENVIRONMENTAL CHECKLIST AND ANALYSIS

This section presents the Initial Study that was completed for the proposed Roundhouse Battery-Electric Truck Charging Station Project in accordance with the requirements of CEQA. The IS identifies site-specific conditions and impacts, evaluates their potential significance, and, where applicable, discusses ways to avoid or lessen impacts that may be potentially significant. The information, analysis, and conclusions included in the IS provide the basis for determining the appropriate document needed to comply with CEQA. For the proposed Project, based on the analysis and information contained herein, the Port of Oakland finds that the Project could have an effect on the environment; however, all effects would be less than significant. As a result, the Port has concluded that a Negative Declaration is the appropriate CEQA document for the Project.

The evaluation of environmental impacts provided in this section is based in part on the environmental impact questions contained in Appendix G of the CEQA Guidelines. Each question is followed four categories of impact assessment that can be selected based on the analysis:

- **Potentially Significant Impact.** This determination is made if there is substantial evidence that a Project-related environmental effect may be significant. If there are one or more "Potentially Significant Impacts," an EIR would be prepared for the Project.
- **Less than Significant with Mitigation.** This determination is made when the Project may result in a significant environmental impact, but the incorporation of identified Project revisions or mitigation measures would reduce the identified effect(s) to a less than significant level.
- **Less than Significant Impact.** This determination is made when the Project would not result in any significant effects. The Project's impact would be less than significant even without the incorporation of Project-specific mitigation measures.
- **No Impact.** This determination is made when the Project would not result in any impact in the category or the category does not apply.

The environmental resource categories marked with an "X" in the following table would be potentially affected by this Project. Detailed descriptions and analyses of impacts associated with the proposed Project for each category are provided in Sections 3.1 through 3.21.

X	Aesthetics		Agriculture and Forestry	X	Air Quality
	Biological Resources	X	Cultural Resources		Energy
X	Geology/Soils		Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
X	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
	Noise		Population/Housing	X	Public Services
	Recreation		Transportation/Traffic	X	Tribal Cultural Resources
X	Utilities/Service Systems		Wildfire		Mandatory Findings of Significance

Detailed descriptions and analyses of impacts from the proposed Project activities and the basis for their significance determinations are provided for each environmental factor on the following pages, beginning with Section 3.1, Aesthetics. Relevant local laws, regulations, and policies potentially applicable to the Project are listed in the Regulatory Setting subsection for each environmental factor analyzed in this IS/ND.

AGENCY DETERMINATION

Based on the environmental impact analysis provided by this Initial Study:

X	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature:	**Date:**
Printed Name: Colleen Liang	

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the Project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact

3.1.1 Environmental Setting

The Project site is located on Port of Oakland property, along the northern shoreline of the Oakland Estuary. In Oakland, the shoreline of San Francisco Bay extends 19 miles from San Leandro Bay to the Oakland-San Francisco Bay Bridge. At its northern end, the shoreline is dominated by the Port of Oakland's marine terminals. At the southern end lies Oakland International Airport. The Oakland Estuary is one of California's most diverse shores, encompassing a variety of physical environments and settings, each with its own distinct visual quality and character.

Today, the Estuary can be viewed as a single community resource that binds together the shorelines of Alameda and Oakland. Compared to other parts of the bay, the Estuary is more like a river. It is linear in form and contained, rather than open and expansive like the broader bay. It creates an environment that is intimate in scale and character. The Estuary is an urbanized edge (i.e., defines the City of Oakland's urban limit) that has developed over a span of more than 100 years of city history. Unlike the hillside areas of the city, this area is intensely developed, with urbanization extending all the way to the water's edge. Very little open space or vegetated area exists, with the notable exceptions of Estuary Park (south of Jack London Square) and the Middle Harbor Shoreline Park, located to the north of the Project site in the Middle Harbor.

The Project site, located approximately 700 feet north of the Estuary, is a flat expansive asphalt-paved area notable for a large number of parked eighteen-wheeler trucks, which are stationed temporarily at the site until they are moved elsewhere. The presence of railroad track spurs on the site add to the heavily industrial visual character of the site. The site is also occupied by a large number of automobiles parked on-site by Port employees. The overall visual quality of the Project site is considered low due to the visual dominance of features associated with heavy industrial uses in the area.

The site's immediate vicinity is characterized by industrial land uses as well, including other Port of Oakland land to the west used for storage of shipping containers and Matson Terminal, an array of railroad tracks to the north used to offload cargo trains, and to the east, a scrap metal processing facility owned and operated by the Schnitzer Steel Company. Further to the east is additional Port of Oakland land (the Howard Terminal facility) and also Jack London Square, which is a neighborhood of commercial and restaurant uses located mostly along the Estuary (Inner Harbor). Given the flat topography of this part of Oakland, the Project site is only visible from locations in its immediate vicinity. Areas of the city that are higher in elevation are a relatively long distance away from the site. Therefore, from those higher elevations, the Project site is not easily discernible when viewed within the context of the larger landscape.

The most dominant visual features of the area in the vicinity of the Project site are the large number of stacked shipping containers at the Port, docked cargo ships, and the Port's very visually prominent 381-foot white steel cranes with multiple light fixtures used to load and unload cargo from the ships.

The existing visual setting south of the Oakland Estuary (in the City of Alameda) near the shoreline is characterized by a more suburban variety of land uses, including the Alameda Ferry Terminal, local baseball and soccer fields, single family residential units, and several commercial facilities. The topography of this area is flat, and the Project site is visible only from locations immediately along the shoreline, such as the Alameda Ferry Terminal. The Project site is not generally visible from locations more distant from the shoreline due to flat topography as well as intervening buildings and/or vegetation.

3.1.2 Regulatory Setting

The Port of Oakland has an Exterior Lighting Policy (Appendix D) which is proposed to mitigate the impacts of exterior lighting on the surrounding community and to conserve energy. Under this policy the Port's tenants will comply with established lighting measures to minimize lighting impacts from development and operations and to conserve energy. The Port's policy also includes the Senate Bill 5X standards. The Standards require that outdoor lighting be automatically controlled so that it is turned off during daytime hours and during times when it is not needed.

The City of Oakland General Plan Open Space Conservation and Recreation Element (OSCAR; City of Oakland, 1996) outlines various goals and policies intended to preserve and protect areas of the city that are potentially scenic, such as the Bay shoreline, or that would promote access to scenic areas. Some of these policies would under conventional circumstances apply to a project like the one evaluated in this environmental document. However, this Project would be implemented on Port of Oakland property, which is currently not publicly accessible and would remain so after Project implementation due to safety and security considerations. In addition, as discussed in some detail below, the visual quality of the Project site is currently not high and is not designated as scenic. Therefore, the various goals and policies related to visual resources found in the OSCAR would not apply to this Project.

3.1.3 Impact Analysis

a, b) No Impact

The Project site is not a part of any officially designated scenic vista and would not damage any scenic resources, including trees, rock outcroppings or historic buildings within a state scenic highway. There would be no impact.

c) No Impact

As discussed previously, the Project site and its vicinity are part of an area of Oakland that is characterized by heavy industrial uses, including activity at the Port of Oakland, Schnitzer Steel, and other operations. These long-established land uses give the area a roughhewn character, which is exacerbated by the paucity of visually softening features such as trees and other vegetation. As a result, the level of visual quality in the area is low. The proposed changes to the Project site would bring to the site uses that are substantially similar to existing on-site uses.

Existing conditions at nighttime at the Middle Harbor Road location currently include a substantial number of light sources due to a large number of light poles that range in height between 80 to 100 feet, and the Port's container loading/off-loading cranes, which are 381 feet tall and are also equipped with multiple light fixtures, causing them to stand out clearly even at night.

Current conditions at the Project site and the rest of the Port of Oakland facility already operate lighting on a 24-hour per day basis. The proposed Project would not be substantially different in character from existing maritime and industrial uses currently at the site, therefore resulting in a less than significant impact.

d) Less than Significant Impact

Implementation of the proposed Project would result in construction of potentially small new light sources. However, the Project site and the rest of the Port of Oakland facility is already a 24-hour per day facility that uses a large amount of artificial lighting. Additionally, the Project would not constitute a substantial new source of glare. The impact would be considered less than significant.

3.1.4 Mitigation Summary

No mitigation measures would be necessary.

3.2 AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project and to the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

3.2.1 Environmental Setting

The proposed Project would construct a battery EV charging station for freight vehicles. The site is entirely paved and surrounded by industrial land use. There are no lands designated as farmland or forested or timber lands on or in the immediate vicinity of the proposed Project.

3.2.2 Regulatory Setting

No federal or state laws or regulations pertaining to agriculture and forest resources were identified that are relevant to the proposed Project. There are no local goals, policies, and/or regulations applicable to agricultural use at this site in the City of Oakland General Plan.

3.2.3 Impact Analysis

a, b, c, d, e) No Impact

The Project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance because there are no current or planned agricultural uses at the site, therefore, there would be no impact. The Project would not conflict with existing zoning for agriculture because the site is designated as General Industrial Zone. The site is not operated under a Williamson Act contract with any local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. Similarly, there are no forest lands or timberlands located in the vicinity of the site. There would be no impact.

3.2.4 Mitigation Summary

The Project would not result in any impacts; therefore, no mitigation is required.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

This section evaluates the air quality thresholds and potential impacts that may result from construction of the Project. Air quality analysis for operations was not evaluated since traffic circulation is expected to be similar based on the current Project site use as a parking lot. No increase in vehicle miles traveled is expected as a result of the Project; therefore, only construction air quality is discussed.

3.3.1 Environmental Setting

The San Francisco Bay Area Air Basin (SFBAAB) is a large shallow air basin surrounded by coastal hills, with sheltered valleys along the perimeter. The SFBAAB comprises all of Alameda, San Francisco, Contra Costa, Marin, Napa, San Mateo, and Santa Clara Counties, the southern half of Sonoma County, and the southwestern portion of Solano County.

Ambient air quality is influenced by climatological conditions, topography, and the quantity and type of pollutants released in an area. The major determinants of transport and dilution of a given pollutant are wind, atmospheric stability (presence or absence of inversions) and terrain. Air quality conditions in the SFBAAB have improved significantly since the Bay Area Air Quality Management District (BAAQMD) was created in 1955.

Air pollutant emissions within the SFBAAB are generated by stationary, area-wide, and mobile sources. Stationary sources are usually associated with specific large manufacturing and industrial facilities, such as fossil-fuel power plants or large industrial boilers. Area sources emit small amounts of pollutants individually, but there are often many of them, and the sum of their emissions amounts to a large total quantity. Examples of area sources include residential and commercial water heaters and painting/coating operations. Mobile sources include on-road motor vehicles, aircraft, ships, trains, and self-propelled

construction equipment. The potential air quality effects that may result from the construction and operation of the Project would be primarily caused by mobile sources.

A description of the criteria air pollutants, their sources, and their health effects by the Environmental Protection Agency (USEPA, 2023). Criteria pollutants include ozone (smog), CO (carbon monoxide), nitrogen oxides (NO_X), volatile organic compounds (VOCs), coarse and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), SO_2 (sulfur dioxide), and lead.

3.3.1.1 Toxic Air Contaminants

Toxic air contaminants (TACs) are a regulatory designation that includes a diverse group of air pollutants which adversely affect human health. They are not fundamentally different from the criteria pollutants, but they have not had ambient air quality standards established for them for a variety of reasons (e.g., insufficient dose-response data, association with particular workplace exposures rather than general environmental exposure). The health effects of TACs can result from either acute or chronic exposure. Many types of cancer are associated with chronic TAC exposures, but TAC exposures can also cause other adverse health effects. Consequently, the BAAQMD has established both a cancer and a noncancer health risk threshold for TAC emissions.

Significant sources of TACs in the environment include industrial processes, such as petroleum refining, chemical manufacturing, electric utilities, metal mining/refining and chrome plating; and commercial operations, such as gasoline stations, dry cleaners, and buildings with boilers and/or emergency generators. Mobile sources are gasoline and diesel-powered vehicles of all types. The California Air Resources Board (CARB) listed 10 compounds that pose the greatest known health risk in California. Based primarily on ambient air quality data, these are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM) (CARB, 2009). Of these pollutants, only DPM could potentially be emitted from the Project in quantities greater than de minimis levels. Information on DPM is included below.

Diesel Particulate Matter. DPM is found in engine exhaust and consists of a mixture of gases and fine particles (smoke or soot) that can penetrate deeply into the lungs where it can contribute to a range of health problems. In 1998, the CARB identified particulate matter from diesel-powered engines as a TAC based on its potential to cause cancer and other adverse health effects (CARB, 1998). Diesel exhaust is a complex mixture that includes hundreds of individual constituents and is identified by the State of California as a known carcinogen (California Environmental Protection Agency [Cal/EPA], 1998). However, under California regulatory guidelines, DPM is used as a surrogate measure of exposure for the mixture of chemicals that comprise diesel exhaust (Cal/EPA, 1998).

Based on receptor modeling techniques, the CARB estimated the background DPM health risk in the SFBAAB in 2000 to be approximately 500 cancer cases per million people. This reflects a drop of approximately 36 percent from estimates for 1990 (CARB, 2009). In 2000, the CARB approved a new regulation for existing heavy-duty diesel vehicles that requires retrofitting and replacement of vehicles or their engines over time such that by 2023 all vehicles must have a 2010 model year engine or equivalent.

This regulation is anticipated to result in an 85 percent decrease in statewide diesel health risk in 2020 from the 2000 risk levels (CARB, 2000).

California Air Resources Board West Oakland Health Risk Assessment. In March 2008, the CARB, working in cooperation with the Port of Oakland, UP, and the BAAQMD, completed a study designed to help understand the potential health impacts from DPM emissions on residents of the West Oakland community. Key findings of the CARB report are as follows:

- DPM ambient concentrations in West Oakland are estimated to be nearly three times the background DPM concentrations averaged over the entire SFBAAB.
- The estimated lifetime potential cancer risk for residents of West Oakland from exposure to all DPM emissions included in the study is estimated to be about 1,200 excess cancers per million. This estimate assumes residents are exposed to the estimated 2005 outdoor DPM levels continuously for 70 years. By way of comparison, the corresponding background risk from DPM emissions over the entire SFBAAB is estimated to be 480 excess cancer cases per million, the corresponding background risk from emissions of all air toxics species in the SFBAAB is 660 per million, and the expected cancer rate from all causes, including smoking, is about 200,000 to 250,000 per million, according to the CARB study.
- Of the total West Oakland DPM exposure risk noted previously (1,186 per million from all sources), emissions from Port seaport operations contribute to 16 percent (192 per million), UP railyard sources contribute 4 percent (43 per million), and other sources (primarily trucks) in and around West Oakland contribute to the remaining 80 percent (951 per million).

At the time of the 2008 report, CARB projections of future DPM emissions indicate that emissions and associated health risk would be reduced in West Oakland by about 80 percent by 2015, reflecting reductions achieved by state and federal regulations.

BAAQMD CARE Program. Under the Community Air Risk Evaluation (CARE) program, BAAQMD began identifying areas with high TAC emissions and sensitive populations that could be affected by such emissions and using this information to establish policies and programs to reduce TAC emissions and exposures. During Phase I of CARE, BAAQMD developed a preliminary Bay-Area-wide TAC emissions inventory (for the year 2000) and compiled demographic and health-statistics data to identify sensitive populations. Five TACs (DPM, 1,3-butadiene, benzene, hexavalent chromium, and formaldehyde) were estimated to be responsible for about 97 percent of the SFBAAB's cumulative cancer risk, and DPM alone accounts for about 80 percent of this cancer risk. Major sources of DPM include on-road and off-road heavy-duty diesel trucks and construction equipment. The highest DPM emissions occur in the urban core areas of eastern San Francisco, western Alameda, and northwestern Santa Clara Counties.

3.3.2 Regulatory Setting

The Project is located in the City of Oakland, Alameda County, within the San Francisco Bay Area Air Basin (SFBAAB). Air quality within the SFBAAB is addressed through the efforts of various federal, state, regional, and local government agencies. The current regulatory setting is summarized below.

3.3.2.1 Federal Regulations

Federal air quality policies are regulated through the federal Clean Air Act (CAA). Pursuant to the CAA, the U.S. Environmental Protection Agency (USEPA) has established National Ambient Air Quality Standards (NAAQS) for the following air pollutants (called "criteria" pollutants): carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 microns in aerodynamic diameter (PM_{10}), particulate matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$), and lead. The NAAQS represent levels established to avoid specific adverse health and welfare effects associated with each pollutant with a margin of safety. The current NAAQS are listed in Table 3.3-1. The known health effects of the regulated air pollutants are included on the EPA's website (USEPA, 2023).

Measurements of ambient concentrations of the criteria pollutants are used by the USEPA to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with the NAAQS. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment" for that pollutant. If the pollutant concentration exceeds the standard, the area is classified as a "nonattainment" area. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified." If a region is designated as nonattainment for a NAAQS, the CAA requires the state to develop a State Implementation Plan (SIP) to demonstrate how the standard would be attained, including the establishment of specific requirements for review and approval of new or modified stationary sources of air pollution. The SFBAAB's attainment status with regards to the NAAQS is shown in Table 3.3-1.

To meet federal attainment standards, truck and bus regulations has been implemented to reduce toxic air contaminants emissions from their exhaust. By January 1, 2023, nearly all trucks and buses are required to be newer model engines (2010 or newer) to reduce emissions. To support this effort, the California Department of Motor Vehicles (DMV) will only register trucks compliant with this regulation and started doing so in 2020. This goal of this regulation is to reduce particulate matter and oxides of nitrogen emissions. (CARB, 2023)

Table 3.3-1. Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS [a] Concentration	CAAQS [a] Attainment Status	NAAQS [b] Concentration	CAAQS [a] Attainment Status
Ozone	8 hours 1 hour	0.070 ppm 0.09 ppm	Nonattainment Nonattainment	0.070 ppm —	Nonattainment —
Particulate Matter less than 10 micrometers (PM_{10})	Annual arithmetic mean 24 hours	20 µg/m^3 50 µg/m^3	Nonattainment Nonattainment	— 150 µg/m^3	— Unclassified
Particulate Matter less than 2.5 micrometers ($PM_{2.5}$)	Annual arithmetic mean 24 hours	12 µg/m^3 —	Nonattainment —	12 µg/m^3 35 µg/m^3	Unclassified Nonattainment
Carbon Monoxide (CO)	8 hour 1 hour	9.0 ppm 20 ppm	Attainment Attainment	9 ppm 35 ppm	Attainment Attainment
Nitrogen Dioxide (NO_2)	Annual arithmetic mean 1 hour	0.03 ppm 0.18 ppm	— —Attainment	0.053 ppm 0.100 ppm	Attainment [c] —
Sulfur Dioxide (SO_2)	24 hours Annual Arithmetic Mean 1 hour	0.04 ppm — 0.25 ppm	Attainment — Attainment	0.14 ppm— 0.030 ppm 0.075 ppm [d]	— — —
Lead [e]	Calendar quarter Rolling 3-month average 30-day average	— — 1.5 µg/m^3	— — —	1.5 µg/m^3 0.15 µg/m^3 —	Attainment
Visibility Reducing Particles	8 hours	g	Unclassified	—	—
Sulfates	24 hours	25 µg/m^3	Attainment	—	—
Hydrogen Sulfide	1 hour	0.03 ppm	Unclassified	—	—
Vinyl Chloride [f]	24 hours	0.01 ppm	No information available	—	—

Notes:
µg/m^3 = micrograms per cubic meter
ppm = parts per million
[a] California Ambient Air Quality Standards (CAAQS) for ozone, CO (except Lake Tahoe), SO_2 (1 hour and 24 hour), NO_2, and suspended particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles) are values that are not to be exceeded. All others are not to be equaled or exceeded.
[b] National Ambient Air Quality Standards (NAAQS) other than ozone, particulate matter, and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24 hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, is equal to or less than the standard.
[c] In December 2012, USEPA strengthened the annual $PM_{2.5}$ NAAQS from 15 to 12 µg/m^3. In December 2014, USEPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassified/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.
Source: Bay Area Air Quality Management District, 2015a; USEPA, 2015d.
[d] Final rule signed June 2, 2010. To attain this standard, the 3-year average of the 99th percentile of the 1-hour daily maximum concentrations at each monitor within an area must not exceed 75 parts per billion.
[e] CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. CARB made this determination following the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
[f] In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent.
Source: BAAQMD, 2023

3.3.2.2 State Regulations

CARB oversees California air quality policies. The California CAA was approved in 1988 and, as amended in 1992, established the California Ambient Air Quality Standards (CAAQS). These standards, summarized in Table 3.3-1, are generally more stringent and include more pollutants than the NAAQS. Similar to the USEPA, the CARB designates counties in California as being in "attainment" or "nonattainment" for the CAAQS. Attainment plans for areas that did not demonstrate attainment of the CAAQS until after 1997 must specify emission reduction strategies and meet milestones to implement emission controls and achieve more healthful air quality. The state attainment status for the SFBAAB is listed in Table 3.3-1.

The CARB has the primary responsibility for producing the SIP for nonattainment pollutants. However, the CARB relies on and oversees the efforts of regional air districts to adopt and implement air quality regulations and plans, including CARB-suggested control measures and additional emission reduction strategies for sources under their jurisdiction. The CARB consolidates statewide implementation plan requirements for mobile sources and consumer products with regionally adopted district plans and submits the completed SIP to the USEPA. The SIP consists of the emissions standards for vehicular sources and consumer products set by the CARB, as well as attainment plans adopted by the air districts and approved by the CARB.

Under California's Diesel Fuel Regulations, diesel fuel used in motor vehicles, except harbor craft, has been limited to 500 parts per million (ppm) sulfur since 1993. The sulfur limit was reduced to 15 ppm beginning September 1, 2006, and harbor craft were included starting in 2009. The CARB's Heavy Duty Diesel Truck Idling Rule (13 California Code of Regulations [CCR] 2485) prohibits heavy-duty diesel trucks from idling for longer than 5 minutes at a time. Truck idling for longer than 5 minutes while queuing is allowed, however, provided the queue is located beyond 100 feet (30 meters) from any homes or schools.

Lastly, the Statewide Portable Equipment Registration Program (PERP) establishes a uniform program to regulate portable engines/engine-driven equipment units. Once registered in the PERP, engines and equipment units may operate throughout California without the need to obtain individual permits from local air districts.

3.3.2.3 Regional Regulations

As previously noted, the Project is located in the SFBAAB, which is within the jurisdiction of the Bay Area Air Quality Management District. The BAAQMD is the agency charged with preparing, adopting, and implementing emission control measures and standards for mobile, stationary, and area sources of air pollution in the SFBAAB.

The BAAQMD works in cooperation with local MPOs, such as the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), to develop air quality plans. The BAAQMD prepares ozone attainment demonstrations for the federal ozone standard and clean air plans for the California ozone standard. The *2017 Clean Air Plan* (BAAQMD, 2017) is the currently approved ozone clean air plan, which shows how the BAAQMD would make progress towards meeting the state 1-hour ozone standard. The *2017 Clean Air Plan* provides an integrated, multi-pollutant control strategy to reduce emissions and decrease ambient concentrations of harmful pollutants, safeguard public health

by reducing exposure to air pollutants that pose the greatest health risk, and reduce GHG emissions to protect the climate (BAAQMD, 2017).

Because the BAAQMD currently attains the federal 24-hour PM_{10} standard, the BAAQMD is not required to develop a plan for this standard at this time. However, the BAAQMD is designated nonattainment for state PM_{10} standards and has implemented a Particulate Matter Control Program. The Particulate Matter Control Program includes emission limits of primary particulate matter and particulate matter precursors from stationary sources, wood smoke regulations, and 55 Particulate Matter Control Measures outlined in the *2017 Clean Air Plan*. Additionally, although the BAAQMD is currently designated as federal nonattainment for the 24-hour $PM_{2.5}$ standard, recent monitoring data indicate that $PM_{2.5}$ levels have decreased in the Bay Area since 2008. As a result, the CARB submitted a "clean data finding" request to the USEPA on behalf of the BAAQMD on December 8, 2011. On January 9, 2013, the USEPA issued a final rule to determine that the San Francisco Bay Area has attained the federal 24-hour $PM_{2.5}$ standard. As a result, the BAAQMD can meet the federal $PM_{2.5}$ standard by preparing a redesignation request and a $PM_{2.5}$ maintenance plan or a "clean data" SIP submittal (BAAQMD, 2015c).

- In 2019, the Port of Oakland released the Final Seaport Air Quality 2020 and Beyond Plan which serves as the Port's master plan for achieving its vision of a zero-emissions Seaport (Port of Oakland 2019). The Project would support this initiative by converting a portion of the Roundhouse property to serve as a battery-electric truck charging station. The Project would support Strategy #3 Develop Infrastructure to Support the Pathway to Zero Emissions.

3.3.3 Impact Analysis

a) No Impact

The Project is located in the San Francisco Bay Area Air Basin (SFBAAB), which is regulated by the Bay Area Air Quality Management District. The SFBAAB is considered to be in federal and state nonattainment for ozone and fine particulate matter 2.5 microns ($PM_{2.5}$) and in state nonattainment for particulate matter 10 microns (PM_{10}). The SFBAAB is in attainment or unclassified for other state and federal air quality standards. Additionally, the Project would be consistent with the 2017 Clean Air Plan (BAAQMD 2017) in that Standard Condition of Approval (SCA) AIR-2 (presented in Section 3.3.4 below) which requires construction-related air pollution controls, as related to fugitive dust and equipment emissions. These controls would likely reduce vehicle and equipment idling and encourage the use of low-emission or electric construction equipment where feasible, which are consistent with the 2017 Clean Air Plan transportation control measures. Therefore, the Project will not conflict with or obstruct implementation of the applicable air quality plan and would have no impact.

b) Less than Significant Impact

Temporary air quality and climate change impacts could result from construction activities, potentially including minor earth-moving activities, grading, compaction of soil, and construction of new facilities. Construction activities could increase diesel emissions from construction equipment and vehicle exhaust and increase fugitive dust levels generated by heavy-duty equipment operation due to activities such as clearing, grading, excavating, and crushing asphalt and concrete. All unloading and loading equipment would be powered by electricity. Some support equipment (such as front-end loaders) are diesel powered,

and the forklifts will be powered by propane. All mobile equipment would be new or recent equipment compliant with current California Air Resources Board (CARB) requirements and Title 24 of the Uniform Building Code (UBC) which requires that new construction include energy-conserving fixtures and designs.

Emissions resulting from construction of the Project would not result in a cumulatively considerable net increase of nonattainment pollutants because the VOC, NO_X, PM_{10}, and $PM_{2.5}$ emissions released during construction activities will be temporary, with the maximum daily emissions occurring for only a very small portion of the overall construction period. Additionally, construction emissions are expected to be reduced through implementation of standard construction avoidance and minimization measures such as SCA-AIR-2. Therefore, impacts would be less than significant.

c) Less than Significant Impact

Sensitive receptors are defined as facilities or land uses that include people who are particularly susceptible to the effects of air pollution (e.g., children, the elderly, and people with illnesses). Schools, hospitals, and residential areas are all examples of sensitive receptors. There are no schools or hospitals located within half a mile of the Port of Oakland. The nearest residences are located 1,700 feet or 0.32 miles northwest. Additionally, the construction activities will occur within the highly industrialized areas of the Port of Oakland. Construction of the Project will generate additional emissions that are not typically experienced at the Port of Oakland. However, construction will be short-term and minimization measures will be implemented to reduce emissions. Therefore, the Project would have less than significant impacts on potential sensitive receptors.

d) No Impact

During construction, emissions from construction equipment would be temporary and negligible to the existing environment and day to day of Port activities. There would be no impact.

3.3.4 Avoidance and Minimization Measures

Construction Phase. To address the potential for increased air quality and GHG emissions from construction equipment and diesel emissions during site preparation, implementation of Standard Conditions of Approval[3] would ensure that construction air quality effects are reduced and minimal. The following SCAs will be implemented:

- **SCA AIR-1: Construction Management Plan.** The Project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval and avoidance and minimization measures to construction impacts of the Project and explains how the Project applicant will comply with these construction-related conditions of AMMs.

[3] The SCAs in this document are borrowed from the *2012 Oakland Army Base (OARB) Project Standard Conditions of Approval and Mitigation Monitoring and Reporting Program* (City of Oakland, 2013) that was approved by the Oakland City Council in July 2013. The OARB SCAs were in turn developed from the City of Oakland's standard SCAs that are applicable to all development projects within the City's jurisdiction regardless of a project's environmental determination, pursuant in part to CEQA Guidelines Section 15183.10.

- **SCA AIR-2: Construction-Related Air Pollution Controls (Dust and Equipment Emissions).** During construction, the Project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the BAAQMD:

  a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.

  b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).

  c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

  d) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

  e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

  f) Limit vehicle speeds on unpaved roads to 15 miles per hour.

  g) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to five minutes (as required by 13 CCR 2485). Clear signage to this effect shall be provided for construction workers at all access points.

  h) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not is use or reducing the maximum idling time to 5 minutes and fleet operators must develop a written idling policy (as required by 13 CCR 2449.)

  i) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

  j) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage.

  k) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

l) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.

m) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

n) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).

o) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

p) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize windblown dust. Wind breaks must have a maximum 50 percent air porosity.

q) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

r) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

s) All trucks and equipment, including tires, shall be washed off prior to leaving the site.

t) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.

u) All equipment to be used on the construction site and subject to the requirements of 13 CCR 2449 ("California Air Resources Board Off-Road Diesel Regulations") must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The Project applicant shall provide written documentation that the fleet requirements have been met.

v) Use low-VOC (i.e., reactive organic gases) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).

3.4 BIOLOGICAL RESOURCES

Would the Project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW, U.S. Fish and Wildlife Service (USFWS), or NOAA Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, or similar) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

3.4.1 Environmental Setting

The Project site has historically been used for industrial uses and the former UP Roundhouse portion of the site was capped with asphalt in accordance with the Covenant and Environmental Restriction (deed restriction) dated April 11, 2008, and the Revised SMP dated January 9, 2009, for the former UP Roundhouse property (Appendix B). There are no natural habitats, plant communities, trees, or wetland in the Project area. Any use of the site by avian species or other animal species would be incidental and temporary.

3.4.2 Regulatory Setting

Federal and state laws and regulations pertaining to this issue area and relevant to the proposed Project are discussed in this subsection.

The Federal Endangered Species Act (ESA) is a program for the conservation of threatened and endangered species including plants and animals and the habitats in which they are found. The law requires federal agencies, in consultation with the U.S. Fish and Wildlife Service and/or the NOAA Fisheries Service, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat of such species. The law also prohibits any action that causes a "taking" of any listed species of endangered fish or wildlife. Likewise, import, export, interstate, and foreign commerce of listed species are all generally prohibited.

The Migratory Bird Treat Act (MBTA) of 1918 protects migratory birds by prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service.

The California Endangered Species Act (CESA) is a California environmental law that conserves and protects plant and animal species at risk of extinction. Originally enacted in 1970, CESA was repealed and replaced by an updated version in 1984 and amended in 1997. Pursuant to the requirements of CESA, an agency reviewing a project within its jurisdiction must determine whether any State-listed endangered or threatened species may be present in the project area and determine whether the project would have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any project which may affect a candidate species. CESA prohibits the take of California listed animals and plants in most cases, but CDFW may issue incidental take permits under special conditions.

The California Native Plant Protection Act (Fish & Game Code, § 1900 et seq.) (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations.

Local goals, policies, and/or regulations applicable to this issue area are described below. Any construction activities would occur outside of the 100-foot shoreline band of Bay Conservation and Development Commission (BCDC) jurisdiction.

Alameda County does not have a Habitat Conservation Plan or a Natural Community Conservation Plan for the Port of Oakland area. The City of Oakland General Plan Open Space, Conservation and Recreation Element contains policies relevant to the protection of biological resources, native plant communities and wetlands (City of Oakland, 1996). The City also has a creek protection ordinance.

3.4.3 Impact Analysis

a, b, c, d) No Impact

The Project would not have an impact on, on any species identified as a candidate, sensitive, or special status species because it is paved and does not contain any wildlife habitat. The Project site does not have any riparian habitat, sensitive natural communities, wetlands or other wildlife habitat. The Project would

not have an impact on any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites due to the lack of any wildlife habitat.

No construction or operations would occur in or immediately adjacent to the water, and construction activities would not be allowed to affect the open water. No impact is expected.

e, f) No Impact

The Project would not conflict with any local policies or ordinances protecting biological resources because it does not support any wildlife habitat including trees. Additionally, there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans for the Project area; therefore, there would be no impact.

3.4.4 Mitigation Summary

The Project would not result in any potentially significant impacts; therefore, no mitigation is required.

3.5 CULTURAL RESOURCES

Would the Project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	Less than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than Significant Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact

3.5.1 Environmental Setting

The Project site is located within a portion of the former UP Roundhouse and has been heavily disturbed. Since operations ceased, most of the facilities (i.e., any buildings) that would contribute to the historic significance of the site have been removed. Some building foundations and other remnants of former site features may be present below the pavement in the former UP Roundhouse portion of the site; however, these features are known to have been disturbed extensively in the past (e.g., during site-wide storm drain replacement debris and foundations were encountered and removed as necessary to complete the work). The City of Oakland's parcel information does not indicate that any local or national historic landmark, heritage property or designated historic district at this site (City of Oakland, 2015).

3.5.2 Regulatory Setting

Federal and state laws and regulations pertaining to this issue area and relevant to the proposed Project are:

- Archaeological Resources Protection Act (ARPA) establishes protection for archaeological resources and includes both enforcement and permitting components.
- NHPA, applies to Federal undertakings, to protect archaeological resources and provides policy to support and encourage the preservation of prehistoric and historic resources.

Local goals, policies, and/or regulations applicable to this issue area are described below.

The City of Oakland's General Plan Historic Preservation Element contains policies related to historic preservation (City of Oakland, 1998). These policies include:

- Goal 2- to preserve, protect, enhance, perpetuate, use, and prevent the unnecessary destruction or impairment of properties or physical features of special character or special historic, cultural, educational, architectural, or aesthetics interest or value.

3.5.3 Impact Analysis

a, b, c) Less than Significant Impact

No historical resources or resources potentially eligible for listing as historical resources have been identified at the site. The City of Oakland's parcel information does not indicate any local or national historic landmark, heritage property or designated historic district at this site. The site has been used for industrial purposes for many years. It is highly unlikely that an unknown archeological resource or human remains would be discovered during the proposed excavation at the site. In the event that historical resources, archaeological resources, or human remains are uncovered during excavation, the Project would follow the requirements detailed in the Port of Oakland's Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources (Appendix C).

3.5.4 Mitigation Summary

The Project would not result in any potentially significant impacts; therefore, no mitigation is required.

3.6 ENERGY

Would the Project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

3.6.1 Environmental Setting

The Proposed site operates as a paved parking area for large freight vehicles, bulk cargo transloading, and short-term storage. There are 13 light poles and a small gate house installed by the parking concessionaire that draws minimal power for site operation. The site is currently served by Pacific Gas and Electric Company (PG&E) for electricity.

The Project would demonstrate feasibility with deployment of ten (10) zero emission (ZE) Class 8 drayage trucks at Shippers Transport Express and five (5) ZE yard trucks and one top handler at Matson Terminal.

3.6.2 Regulatory Setting

The CEQA Guidelines section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

Local goals, policies, and/or regulations applicable to this issue area are described below.

The City of Oakland Zero Emission Vehicle Action Plan (City of Oakland 2023) contains the following goal actions relevant to energy:

- Overall ZEV Goal #2. Shift all remaining vehicles to zero-emission technologies.
- Action CL-4: Collaborate with Partner Agencies to Expand the Network of Public EV Chargers
- Action MHD-2: Require Upgrades to Medium & Heavy Duty Fleets Vehicle Fleet Sites

3.6.3 Impact Analysis

a) No Impact

The Project would improve energy efficiency and allow the use of energy from non-petroleum sources for goods movement. The proposed Project would include a total of approximately 22 electric vehicle dwell spaces with dual ports. These spaces would include 60/120 kW and also faster 180/360kW charging.

Per the lease, the Port has at least one (1) megawatt of power available to serve the site. Separate from this Project, improvements are planned by the Port to complete major maintenance at Substation SS-E-2.

This substation is located in the northern portion of the site. There is no impact from the proposed Project.

b) No impact

The Project supports the state and local plans for alternatively fueled vehicles by providing an electric charging station for freight vehicles that may use renewable energy sources. Providing electric charging stations for Class 8 freight vehicles will support the conversion of petroleum fueled trucks to electric trucks at the Port of Oakland. The Project is beneficial to state and local renewable energy plans; therefore, the Project has no impact.

3.6.4 Mitigation Summary

The Project would not result in any potentially significant impacts; therefore, no mitigation is required.

3.7 GEOLOGY AND SOILS

Would the Project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

3.7.1 Environmental Setting

The proposed Project site lies within the Coast Ranges geomorphic region. The Coast Ranges region lies between the Pacific Ocean and the Great Valley (Sacramento and San Joaquin Valleys) geomorphic region and stretches from the Oregon border to the Santa Ynez Mountains near Santa Barbara (ESA, 2009). Much of the Coast Ranges are composed of marine sedimentary deposits and volcanic rocks that form northwest trending mountain ridges and valleys, running subparallel to the San Andreas Fault Zone. In the San Francisco Bay Area, movement along this plate boundary is distributed across a complex system of strike-slip, right-lateral, parallel and sub-parallel faults. These faults include the San Andreas, Hayward,

Rodgers Creek-Healdsburg, Concord-Green Valley, Greenville-Marsh Creek, Calaveras, and West Napa Faults (ESA, 2009).

The Coast Ranges can be further divided into the northern and southern ranges, which are separated by the San Francisco Bay. The San Francisco Bay lies within a broad depression created from an east-west expansion between the San Andreas and the Hayward Fault systems (ESA, 2009). The San Francisco and San Pablo Bays including shoreline areas are generally comprised of soft compressible sediments known as Bay Mud, which can be very thick in areas (ESA, 2009). The Project area is located within a seismically active region.

The Project is located less than 12 miles from the San Andreas Fault and approximately 5 miles from the Hayward Fault. It is not within an Alquist-Priolo Special Study zone. While the site will likely be subject to future strong ground shaking because of its proximity to the Hayward and San Andreas faults, the likelihood of a fault rupture is very low (CH2M HILL, 2015). The site is underlain by artificial fill (consisting primarily of sand, gravel, and/or asphalt) extending to depths of 5 to 8 feet below ground surface. The fill typically is underlain by dark gray clay and water-bearing silts and fine- to medium-grained sand to depths of 8 to 10 feet bgs, which may be Young Bay Mud (YBM) or similar dredged material from the bay. These units reportedly are underlain by YBM (clay and silty clay rich in organic material) to a depth of 10 to 14 feet bgs. The YBM is underlain by the Merritt Sand that can reach a maximum thickness of 65 feet. Shallow groundwater generally is encountered at a depth of 3 to 5.7 feet bgs throughout the site (RWQCB, 2010). The presumed hydraulic gradient is generally toward the south and the Oakland Inner Harbor (AMEC, 2009). The City of Oakland's zoning map indicates that the site is within a Liquefaction Hazard Zone but is not within a Flood Zone (City of Oakland, 2015).

3.7.2 Regulatory Setting

Local goals, policies, and/or regulations applicable to this issue area are described below. These City of Oakland General Plan policies include:

- Policy 1: Develop and continue to enforce and carry out regulations and programs to reduce seismic hazards and hazards from seismically triggered phenomena.
- Policy 3: Continue, enhance or develop regulations and programs designed to minimize seismically related structural hazards from new and existing buildings.
- Policy 4: Work to reduce potential damage from earthquakes to "lifeline" utility and transportation systems.

3.7.3 Impact Analysis

a) Less Than Significant Impact

The proposed Project site does not lie within or near an Alquist-Priolo Earthquake zone and would have a very low potential for fault rupture to occur. The Project site is located in an area that has the potential to be subject to strong ground shaking from an earthquake along any of the active faults located in the region including the Hayward Fault, the closest fault to the Project site. According to the Alameda County General Plan, the County is categorized by the International Building Code (IBC) as Seismic Zone 4, the most stringent category for seismic design (Alameda County, 2014). Implementation of all applicable

standards of the Port's current standards for seismic safety would insure impacts from ground shaking are less than significant.

Loose to medium soils exist in the subsurface at the Project site. During a liquefaction event, lateral spreading and seismically-induced settlement could take place at the Project site. Liquefaction and subsequent settlement of soils were experienced in the seaport area during the 1989 Loma Prieta earthquake. Buildings, utilities, and other Project elements would meet IBC seismic zone design standards or better to withstand expected earthquake ground shaking, liquefaction, or other ground failures. Appropriate construction practices would be implemented during construction to ensure safety of workers and/or equipment during strong seismic shaking. Additionally, the Project site is level as it is a paved parking area and the only slopes in the vicinity of the Project are the shoreline and the embankment of the shipping channel, and no changes to the shoreline or channel are proposed. Impacts would be less than significant.

b, c) No Impact

The Project site is level and paved; there would be no exposed soil during site operations. As part of construction, asphalt paving would be removed from portions of the site, and excavation would be conducted. All excavation and soil management activities would be conducted in accordance with applicable permits, including storm water management permits, and the requirement to cover contaminated soil stockpiles. There would be no erosion or loss of topsoil as a result of construction. The only exposed slope in the vicinity of the Project is along part of the shoreline, which is covered with rip-rap (the remainder of the shoreline has a quay wall). No changes to the shoreline are proposed. Additionally, the Project site is level and has been used to support various structures and industrial activities for over 100 years. There would be no impact.

d) Less than Significant Impact

Expansive soils are soils that expand when water is added and shrink when they dry out. This continuous change in soil volume can cause structures built on this type of soil to move unevenly and crack when the moisture content in the soil changes. Bay Muds may be considered expansive soils. No significant changes in soil moisture would occur during operations because the entire site is paved. During construction, soil moisture in soils used to backfill trenches and other excavation would be controlled and the soil appropriately compacted to avoid future settlement.

e, f) No Impact

The Project would not involve a septic system or alternative wastewater system. There would be no impact. In addition, the Project site is underlain by fill and native Bay Mud. Fill would not contain any paleontological resources. Bay Mud is geologic material of recent origin (less than 10,000 years old), and the site has been heavily disturbed by prior construction and industrial activities. Although the site has been used for industrial purposes for many years, if a unique paleontological resource or site were encountered, the Port of Oakland's emergency procedures for such cases would be implemented (Appendix C). Work would be stopped within 50 yards of the find, and work would not resume until the finds were properly assessed and the Port gave permission to resume work. Therefore, there would be no impact.

3.7.4 Mitigation Summary

The Project would not result in any potentially significant impacts; therefore, no mitigation is required.

3.8 GREENHOUSE GAS EMISSIONS

Would the Project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

3.8.1 Environmental Setting

The Proposed site currently operates as a paved parking area for large freight vehicles, bulk cargo transloading, and short-term storage. Large freight vehicles frequent the Project site primarily to haul cargo to and from the Port's seaport area. Land uses in the vicinity consist of other industrial facilities.

3.8.2 Regulatory Setting

3.8.2.1 Federal Regulations

In 2007, the U.S. Supreme Court ruled that carbon dioxide (CO_2) is an air pollutant as defined under the CAA, and that the USEPA has authority to regulate GHG emissions. Subsequently, on October 30, 2009, the USEPA published the Mandatory Reporting Rule (codified in 40 Code of Federal Regulations [CFR] Part 98) that requires mandatory reporting of GHG emissions from large sources and suppliers in the U.S. (USEPA, 2015c). In general, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, facilities that inject CO_2 underground, and facilities that emit 25,000 metric tons or more per year of carbon dioxide equivalent (CO_2e) emissions are required to submit annual reports to the USEPA.

On December 7, 2009, the USEPA Administrator signed two findings regarding GHGs. The first finds that the current and projected concentrations of the six key well-mixed GHGs in the atmosphere (CO_2, methane [I_4], nitrous oxide [N_2O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) threaten the public health and welfare of current and future generations. The second finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare (USEPA, 2015b). While these findings do not themselves impose requirements on industry or other entities, the USEPA is developing vehicle emission standards under the CAA as a result of these findings.

3.8.2.2 State Regulations

The framework for regulating GHG emissions in California falls under the implementation requirements of the Global Warming Solutions Act of 2006 (referred to as Assembly Bill [AB] 32), which was signed into law by the California State Legislature in 2006 following Executive Order (EO) S-3-05. EO S-3-05 established statewide GHG emission targets of reducing emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050, whereas AB 32 required the CARB to design and implement

emission limits, regulations, and other measures to achieve these GHG emission reductions in a technologically feasible and cost-effective manner. The statewide 2020 emissions limit is 427 million metric tons CO_2e; CO_2 emissions account for approximately 90 percent of this value (CARB, 2007).

On April 29, 2015, EO B-30-15 was issued, which establishes a California GHG emissions reduction target of 40 percent below 1990 levels by 2030. This interim target is intended to help California reach its ultimate goal of reducing GHG emissions 80 percent below 1990 levels by 2050. EO B-30-15 also directs the state government to incorporate climate change impacts into the state's five-year infrastructure plan, factor climate change into state agencies' planning and investment decisions and implement measures under existing agency and departmental authority to reduce GHG emissions (Office of the Governor, 2015).

From a planning perspective, pursuant to Senate Bill (SB) 97, the State Office of Planning and Research prepared, and the Natural Resources Agency adopted, amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. Effective March 2010, the revisions to the CEQA Environmental Checklist Form Appendix G and the Energy Conservation Appendix F provide a framework to address global climate change impacts in the CEQA process. State CEQA Guidelines Section 15064.4 was also added to provide an approach to assessing impacts from GHGs.

With regard to transportation, SB 375 (effective January 1, 2009) requires the CARB to develop regional reduction targets for GHG emissions and prompted the creation of regional land use and transportation plans to reduce emissions from passenger vehicle use throughout the state. The targets apply to the regions covered by California's 18 metropolitan planning organizations (MPOs). The 18 MPOs must develop regional land use and transportation plans and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035. Additionally, EO S-01-07 set forth a low carbon fuel standard for California, which requires the carbon intensity of California's transportations fuels to be reduced by at least 10 percent by 2020.

3.8.2.3 Regional Regulations

In 2019, the Port of Oakland introduced their Seaport Air Quality 2020 and Beyond Plan to achieve its vision of a zero-emissions Seaport. The Port of Oakland Seaport is one of the sources of diesel particulate matter emissions affecting West Oakland (Port of Oakland 2019). Reducing diesel particulate matter, greenhouse gases, and other toxic air contaminants will reduce health risks for people living and working nearby and reduce emissions contributing to climate change. The proposed Project would support the first 3 strategies in the Plan.

- Strategy #1: Continue Emissions Reduction
- Strategy #2: Promote the Pathway to Zero Emissions
- Strategy #3: Develop Infrastructure

In addition to the Port of Oakland Seaport Air Quality 2020 and Beyond Plan, the City of Oakland Zero Emission Vehicle Action Plan (City of Oakland 2023) contains the following goal actions relevant to energy:

- Overall ZEV Goal #2. Shift all remaining vehicles to zero-emission technologies.
- Action CL-4: Collaborate with Partner Agencies to Expand the Network of Public EV Chargers
- Action MHD-2: Require Upgrades to Medium & Heavy Duty Fleets Vehicle Fleet Sites

3.8.3 Impact Analysis

a, b) No Impact

The GHG emissions resulting from construction activities would not result in long-term adverse effects. Implementation of construction best management practices would further reduce GHG emissions from construction activities. BAAQMD does not have construction-related climate impact thresholds as it is a very small portion of a project's lifetime of GHG emissions (BAAQMD, 2022). The Project will not conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions. The minimal short-term construction GHG emissions will not interfere with the long-term goal of Assembly Bill 32 to reduce GHG emissions to 1990 levels by 2020. Additionally, the Project would support the City of Oakland Zero Emission Vehicle Action Plan and the Port's initiative to create a zero-emissions seaport and ultimately reduce GHG emissions at Port facilities. There would be no impact.

3.8.4 Mitigation Summary

The Project would not result in any potentially significant impacts; therefore, no mitigation is required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

3.9.1 Environmental Setting

The site contains subsurface contaminants due to historical use of the site. UP operated a railroad roundhouse in the northern portion of the Project site from the early 1900s to 1964. Several site investigations were conducted by UP and the Port from 1991 through 2020. The field work included soil borings, monitoring wells, soil vapor measurement, and exploratory test pits for observing the presence or absence of separate-phase petroleum hydrocarbon (SPH) products. The investigations results indicate historical SPH migration appears to have been through preferential pathways, e.g., along storm drain lines and sewer lines.

Source removal activities included removal of petroleum hydrocarbon storage tanks and petroleum hydrocarbon-impacted soils and groundwater. One oil aboveground storage tank was removed before 1972 and four underground storage tanks (USTs) (two diesel, one gasoline, one new oil UST) and portions of the underground piping were removed in 1991. One waste oil UST, one clarifier tank, and a wooden sump used for the storage of used oil were removed in 1992. SPH-impacted soils surrounding the USTs, the sump and the clarifier were excavated and disposed of at appropriate off-site disposal facilities. SPH-impacted groundwater was removed from the UST and sump excavations and discharged into storm drains or transported to off-site treatment facilities (RWQCB, 2010).

In 2004 investigation found that the storm drain system was leaking SPH into adjacent Bay water. Under a Notice of Federal Interest (NFI) to address the product migration into Oakland Inner Harbor, the Project site underwent USEPA-ordered remedial activities in 2004-2005. These remedial activities included the abandonment of the entire storm drain network and the installation of 1,330 feet of a new water-tight storm drain network consisting of shallow trench drains, sealed catch basins, fusion-welded high-density-polyethylene piping, and controlled-density backfill barriers. The USEPA issued the Port a Notice of Completion of the NFI-required response actions on November 8, 2005. The entire Project site was capped with asphalt in 2005 to prevent surface water infiltration into the fill material and SPH beneath the Project site. Downward migration of the SPH plume and dissolved SPH products is prevented by the low permeability of the site's soils.

In 2006 and 2007, the Port implemented a two-year product monitoring program to verify that the installed engineering controls had effectively addressed the preferential pathways. In August 2008, additional shallow and deeper groundwater site investigations were conducted. Confirmation sampling and monitoring demonstrated that the shallow and deeper groundwater zones were not significantly impacted by dissolved-phase petroleum constituents as a result of the SPH at the Project site. Site monitoring wells were abandoned in 2008. The wells were abandoned in accordance with proper procedures to prevent potential cross-contamination of the deeper aquifer beneath the Project site. The total petroleum hydrocarbons (TPH)-diesel concentration in one groundwater sample slightly exceeded the RWQCB Environmental Screening Level (ESL) of 210 micrograms per liter (µg/L). Groundwater is not a current or potential drinking water resource. TPH-motor oil concentration in one groundwater sample slightly exceeded the ESL of 210 µg/L. Testing indicated that the implemented remedial measures were preventing SPH migration towards the Oakland Estuary (RWQCB, 2010). Concentrations of all other constituents detected in groundwater including benzene, toluene, ethylbenzene, xylenes, and polynuclear aromatic hydrocarbons were below their respective ESLs. Natural attenuation is expected to reduce SPH concentrations in soil and shallow groundwater to below commercial land use ESLs. The heavy metals such as lead in soil are believed to be intrinsic to fill material from historic reclamation activities at the Project site and are not related to the SPH beneath the Project site (RWQCB, 2010).

The Port recorded a Covenant and Environmental Restriction (deed restriction) dated April 11, 2008, for the Project site, and prepared a Revised Site Management Plan dated January 9, 2009 (Appendix B). The SMP is required by the deed restriction. It presents protocols and measures to protect construction workers from potential exposures to the remaining hazardous constituents and SPH at the Project site. The SMP also provides a plan for the management of soil and groundwater during future operations, maintenance, construction, and development activities to ensure that all such activities occur in a manner

that protects human health and the environment (RWQCB, 2010). The deed restriction prohibits groundwater use at the site, and residential and other sensitive uses and developments on the site.

Key requirements of the SMP include:

- Excavated areas that are open at the end of the day must have controlled access and be controlled for dust
- Equipment used on contaminated areas must be decontaminated
- Decontamination water must be containerized and tested
- Methane monitoring is required for excavation work
- Advanced notification to the RWQCB of any work proposed to be conducted at the site

The proposed Project would require approximately 30 cubic yards of excavation for below ground utilities installation. The majority of the excavated material would be placed back in the utility trench as backfill. All below grade site construction would be in accordance with the Covenant and Environmental Restriction (deed restriction) dated April 11, 2008 for the Project site, and the Revised SMP dated January 9, 2009 (Appendix B). Contaminated soil that cannot be reused on-site would be stockpiled and tested prior to disposal at an appropriate offsite facility. If groundwater is encountered, groundwater would be stored in a tank for testing and if determined to be contaminated it would be disposed at an offsite facility.

As described in Chapter 3, Project Description, the operations of the electrical vehicle chargers may require use of hazardous materials commonly associated with minor maintenance of industrial equipment and would be subject to the same legal and regulatory requirements.

3.9.2 Regulatory Setting

Federal and state laws and regulations pertaining to this issue area and relevant to the proposed Project are:

- Clean Water Act (33 USC 1251 et seq.) a comprehensive piece of legislation to protect the nation's water from pollution by setting water quality standards for surface water by limiting the discharge of effluents into waters of the United States.
- Oil Pollution Act (33 USC 2712) requires owners and operators of facilities that could cause substantial harm to the environment to prepare and submit plans for responding to worst-case discharges of oil and hazardous substances.
- California Toxics Rule (40 CFR 131), established by the EPA, promulgated numeric water quality criteria for priority toxic pollutants and other water quality standards provisions to be applied to waters in the State of California.

- Hazardous Materials Transportation Act (HMTA) (49 USC 5901) delegates authority to the U.S. Department of Transportation to develop and implement regulations pertaining to the transport of hazardous materials.

- National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR 300) outlines the requirements for responding to both oil spills and releases of hazardous substances.

- Resource Conservation and Recovery Act (RCRA) (42 USC 6901 et seq.) authorizes the EPA to control hazardous waste from "cradle to grave" which encompasses its generation, transportation, treatment, storage, and disposal.

- Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (Gov. Code § 8750 et seq.) seek to protect State waters from oil pollution and to plan for the effective and immediate response, removal, abatement, and cleanup in the event of an oil spill.

Local goals, policies, and/or regulations applicable to this issue area are described below. The City of Oakland's General Plan includes the following policies:

- POLICY HM-1: Minimize the potential risks to human and environmental health and safety associated with the past and present use, handling, storage and disposal of hazardous materials.

- POLICY HM-3: Seek to prevent industrial and transportation accidents involving hazardous materials and enhance the city's capacity to respond to such incidents.

3.9.3 Impact Analysis

a) Less than Significant Impact

The proposed Project involves routine, but minor, transport or disposal of hazardous materials as part of the ongoing operations of the facility's equipment. Routine use of the following hazardous material would be required:

- Maintenance chemicals such as lubricating oils and welding gases

These types of materials are routinely used in industry, and would be transported, stored, used, and disposed of in accordance with all applicable laws and regulations. Stormwater treatment may generate small quantities of waste oil or oily water; this material would be transported under manifest to a licensed recycling or disposal facility. This is a routine waste and would be stored, transported, and recycled or disposed of in accordance with all applicable laws and regulations.

During construction the Project would also be expected to use and/or generate hazardous materials, including diesel fuel, maintenance chemicals, and contaminated soil and groundwater. Fuel and maintenance chemicals would be transported, stored, used, and disposed of in accordance with all applicable laws and regulations. Contaminated soil and groundwater would be managed in accordance with the SMP and solid and hazardous waste management plan. This impact is less than significant.

b) Less than Significant Impact

As discussed previously, the proposed Project would require the use of hazardous materials during operation and construction and would likely generate contaminated soil and groundwater during construction. While it is possible that use or transport of these materials could result in a spill, all hazardous materials would be transported by a licensed transporter, and on-site use and management of these materials would be in conformance with all applicable laws and regulations as well as the SMP. The Port also retains an on-call Emergency Response contractor to minimize the impact of any potential spills should they occur. This impact is less than significant.

c) No Impact

There are no existing or proposed schools with 0.25 mile of the Project site.

d) Less than Significant Impact

The Project site is not included on the list of hazardous material sites pursuant to Government Code section 65962.5 (DTSC, 2015). The former UP Roundhouse portion of the site historically was under an NFI to address the product migration into Oakland Inner Harbor and underwent USEPA-ordered remedial activities in 2004-2005. The USEPA issued the Port a Notice of Completion of the NFI-required response actions on November 8, 2005. The Port recorded a Covenant and Environmental Restriction (deed restriction) dated April 11, 2008, for the UP Roundhouse property, and prepared a Revised Site Management Plan dated January 9, 2009. The SMP is required by the deed restriction to be implemented for site work.

e, f, g) No Impact

The Oakland International Airport is more than 2 miles from the Project site. There are no public airports within two miles of the Project. The Project would not physically interfere with an emergency response plan or affect the implementation of an emergency response plan. The proposed Project is not located within wildlands, and does not pose a risk of wildland fire. Therefore, there would be no impact.

3.9.4 Mitigation Summary

The proposed Project would not result in any significant impact; no mitigation is required.

3.10 HYDROLOGY AND WATER QUALITY

Would the Project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	No Impact
i) result in substantial erosion or siltation on- or off-site;	No Impact
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	No Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	Less Than Significant Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

3.10.1 Environmental Setting

The site is entirely covered with asphalt graded to drain to the storm drains and is used for industrial purposes. The site is largely flat and the adjacent shoreline is protected in most areas by sheet piling and other artificial shoreline protective structures (CH2M HILL, 2015). There are no natural streams, channels or ponds on the site.

In 2004 there was a discharge of single-phase hydrocarbon through the storm drain system into San Francisco Bay. As a result, the storm drain system was abandoned and an entirely new storm drain system was constructed. Due to existing contamination at the site, the storm water discharge system and utilities

trenches were designed to minimize water and product intrusion through a combination of pipe with a low permeability barrier of controlled density fill (CDF) around the pipe area and catch basins coated with waterproofing compound. The site was then graded and covered with asphalt to direct storm water into the storm drains system. The system was tested to ensure that it minimized groundwater and product infiltration and was approved by regulatory agencies. The storm water system operates under the Port's SWRCB Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004, WDR for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s).

3.10.2 Regulatory Setting

Federal and state laws and regulations pertaining to this issue are and relevant to the proposed Project are:

- Clean Water Act (33 USC 1251 et seq.) a comprehensive piece of legislation to protect the nation's water from pollution by setting water quality standards for surface water by limiting the discharge of effluents into waters of the United States. Section 404 or NPDES permits are not needed for this Project.

- Oil Pollution Act (33 USC 2712) requires owners and operators of facilities that could cause substantial harm to the environment to prepare and submit plans for responding to worst-case discharges of oil and hazardous substances.

- Porter-Cologne Water Quality Control Act (Cal. Water Code § 13000 et seq) is the principal law governing water quality in California. Section 401 permits and Regional Water Quality Board involvement is not needed for this Project.

- San Francisco Bay Plan outlines the responsibilities of BCDC and administration of the federal Coastal Zone Management Act within the Bay segment.

Local goals, policies, and/or regulations applicable to this issue area are described below.

The City of Oakland's General Plan Open Space, Conservation and Recreation Element contains policies related to hydrology and water quality (City of Oakland, 1996). These policies include:

- Policy CO-5.1, which includes the City's goal to protect groundwater recharge by, for example, limiting impervious surfaces.

- Policy CO-5.2 outlines efforts to improve groundwater quality such as cleaning up contaminated sites and through ongoing monitoring of groundwater.

- Policy CO-5.3 details strategies to control urban runoff such as reducing water pollution associated with storm water runoff or reducing water pollution from hazardous material areas.

The City of Oakland's General Plan Safety Element contains policies related to flooding, tsunami and seiche (City of Oakland, 2012). These policies include:

- Policy FL-1: Enforce and update local ordinances, and comply with regional orders that would reduce the risk of storm-induced flooding.
- Policy FL-2: Continue or strengthen City programs that seek to minimize the storm-induced flooding hazard.
- Policy FL-3: Seek the cooperation and assistance of other government agencies in managing the risk of storm-induced flooding.

3.10.3 Impact Analysis

Would the Project:

a) Less than Significant Impact

The proposed Project would not generate additional wastewater or alter existing wastewater service by East Bay Municipal Utility District (EBMUD). The storm water system would be modified to accommodate the location of the new facilities to be constructed as part of the Project and would provide treatment as necessary to comply with SWRCB Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004, WDR for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) (the Port's MS4 permit). There would be no increase in storm water run-off, and no changes in the constituents contained in the storm water run-off are anticipated. This impact is less than significant.

Both during the construction and operation of the storm water system the Project would be required to meet the requirements of the Covenant and Environmental Restriction (deed restriction) dated April 11, 2008, for the Project site and of the Revised SMP dated January 9, 2009 (Appendix B), and to comply with the MS4 permit requirements.

b) No Impact

The proposed Project would not use any groundwater and therefore it would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

c) No Impact

The Project is entirely covered with asphalt and would remain entirely paved following construction. Storm water run-off drains to the storm water system. There are no natural streams or rivers on the site. The existing drainage pattern of the site and area is not anticipated to significantly change, nor is the Project anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. The proposed Project would not increase storm water runoff above the current level; the paved/impervious surface area would remain the same following construction of the Project and would not exceed the capacity of existing stormwater drainage systems or provide substantial

additional sources of polluted runoff from existing conditions. The Project is not anticipated to impede or redirect flood flows. There would be no impact.

d) Less than Significant Impact

Tsunamis are caused by underwater earthquakes, landslides, or volcanic eruption. San Francisco Bay is an enclosed body of water and severe impacts to Oakland are unlikely. The narrow opening of the Golden Gate attenuates tsunamis that may reach the San Francisco Bay Area. These waves would be substantially muted as they near the Inner Harbor at the Port of Oakland. Seiches are waves in enclosed bodies of water including harbors. Due to the large size of Bay, the hazard from seiche waves is low. The proposed Project is not located in an area mapped as a tsunami or seiche risk and is not expected to be subject to inundation by seiche or tsunami. The Project site is not located in an area that is susceptible to mudflows.

e) No Impact

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; therefore, there would be no impact.

3.10.4 Mitigation Summary

The Project would not result in significant impacts; therefore, no mitigation is required.

3.11 LAND USE AND PLANNING

Would the Project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

3.11.1 Environmental Setting

The approximately 2.56-acre Project site is entirely in industrial use. The industrial uses include truck parking by independent truckers who use the Project site, primarily to haul cargo within the Port's seaport area.

3.11.2 Regulatory Setting

No construction activities or other changes would occur within BCDC's 100-foot shoreline band area. The current and proposed use of the site are consistent with the San Francisco Bay Plan's Port and Water-related Industry policies.

Local goals, policies, and/or regulations applicable to this issue area are described below.

In 2000 the City adopted the Oakland Army Base Redevelopment Area Plan; the proposed Project is within the Maritime sub-district of the OARB.

While the Port of Oakland is within the city boundaries of the City of Oakland, the Port of Oakland has land use jurisdiction within the Port Area, which encompasses both Port-owned and privately-owned land and water areas in the seaport, airport, and Oakland Airport Business Park (City of Oakland Charter, Article VII). The Port Building Permit is issued in lieu of the City Planning and Zoning Permit for properties within the Port Area. Development permits approved by the Port must comply with the City of Oakland General Plan. Any development or construction in the Port Area must be approved by the Port prior to start of work, and prior to submittal for a City of Oakland building permit (CH2M HILL, 2015).

The City of Oakland in the Land Use and Transportation Element (City of Oakland, 1998) has land use policies applicable to this area. The City has general city-wide policies and also specific area policies. They include the following:

- Policy I/C4.1, Protecting Existing Activities: Existing industrial, residential, and commercial activities and areas which are consistent with long-term land use plans for the City should be protected from the intrusion of potentially incompatible land uses.

- Policy I/C4.2, Minimizing Nuisances: The potential for new or existing industrial or commercial uses, including seaport and airport activities, to create nuisance impacts on surrounding residential land

uses should be minimized through appropriate siting and efficient implementation and enforcement of environmental and development controls.

- Policy T1.5, Locating Truck Services: Truck services should be concentrated in areas adjacent to freeways and near the seaport and airport, ensuring the attractiveness of the environment for visitors, local business, and nearby neighborhoods.

- Policy W1.3, Reducing Land Use Conflicts: Land uses and impacts generated from Port or neighborhood activities should be buffered, protecting adjacent residential areas from the impacts of seaport, airport, or other industrial uses. Appropriate siting of industrial activities, buffering (e.g., landscaping, fencing, transitional uses, etc.), truck traffic management efforts, and other mitigation efforts should be used to minimize the impact of incompatible uses.

- Policy W2.2, Buffering of Heavy Industrial Uses: Appropriate buffering measures for heavy industrial uses and transportation uses on adjacent residential neighborhoods should be developed and implemented.

- Policy W3.1, Requiring Consistency with Conservation Objectives and Policies: Waterfront objectives, policies, and actions regarding geology, land stability, erosion, soils, water quality, flood hazards, wetland plant and animal habitats, and air quality and pollutants, shall be consistent and in compliance with the 1996 Open Space, Conservation, and Recreation Element of the City's General Plan.

- Policy W5.2, Defining Seaport and Airport Uses: Pursuant to the Port of Oakland's mission and the 'Trust Provisions' established by the State of California, Port-controlled property within the Seaport and Airport areas should be used primarily for purposes that are unique to a modern seaport or airport, require water frontage or access to regional airspace, relate to port operations and expansion, or are dependent on proximity to maritime and/or aviation facilities.

- Policy W6.1, Maintaining a Competitive Edge: In order to maintain international stature and competitiveness, the Port should continue to develop, expand, or otherwise modernize facilities and/or support infrastructure to enhance its overall efficiency and capabilities to handle increasing amounts of cargo and passengers.

The zoning designation is General Industry and Transportation and is intended to create, preserve and enhance areas of the City that are appropriate for a wide variety of businesses and related commercial and industrial establishments that may have the potential to generate off-site impacts such as noise, light/glare, odor, and traffic. This zone allows heavy industrial and manufacturing uses, transportation facilities, warehousing and distribution, and similar and related supporting uses.

3.11.3 Impact Analysis

a, b) No Impact

The proposed Project is located in an industrial area bordered by other industrial facilities and is consistent with the City of Oakland's General Plan, Oakland Army Base Redevelopment Area Plan, and

industrial zoning. None of the proposed facilities would be constructed within BCDC's 100-foot shoreline band jurisdiction and the proposed site use is consistent with the San Francisco Bay Plan. No impact would occur.

3.11.4 Mitigation Summary

The Project would not result in any impacts; therefore, no mitigation is required.

3.12 MINERAL RESOURCES

Would the Project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

3.12.1 Environmental Setting

The Project site is located in an urban industrial setting. There are no known mineral resources that occur on or in the immediate vicinity of the Project site.

3.12.2 Regulatory Setting

There are no federal or state laws or regulations pertaining to this issue area. Local goals, policies, and/or regulations applicable to this issue area are described below.

The City of Oakland's General Plan Open Space, Conservation and Recreation Element contains the following applicable policy related to mineral resources at the site:

- Objective CO-3—Mineral Resources: To conserve mineral resources and minimize environmental impacts from extraction (City of Oakland, 1996).

3.12.3 Impact Analysis

a) No Impact

There are no known mineral resources that occur on the Project site. The Project would not result in the use of any locally important mineral resources and would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There would be no impact.

3.12.4 Mitigation Summary

The Project would not result in any impacts; no mitigation is required.

3.13 NOISE

Would the Project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive ground borne vibration or ground borne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	No Impact

3.13.1 Environmental Setting

This section describes the noise sensitive land uses in the vicinity of the Project site and the potential noise sources that the development and operation of the property could generate.

3.13.1.1 Noise Sensitive Land Uses

The Project site is located immediately east of the Matson Terminal and immediately west of Schnitzer Steel. The site is bordered by the Oakland Inner Harbor channel (also known as the Oakland Estuary) to the south and railroad tracks, Middle Harbor Road, and the I-880 Freeway to the north.

Land uses that are traditionally sensitive to noise include residences, recreational areas, places where people gather (schools, promenades, and patios), and some commercial operations that could be disrupted by noise. A review of the study area identified the following resources that might be considered sensitive to noise. These include:

- East of Middle Harbor Road/Adeline Street
    - Old Kan Beer & Co – Located at 95 Linden Street, this business operates a small outdoor beer garden. The Project site is approximately 1,100 feet from the Old Kan Beer & Co. Land uses between the Project site and this receptor include the Union Pacific main rail lines (UP main line), Embarcadero West (roadway), and Schnitzer Steel.
    - Civicorps Academy – Located at 101 Myrtle Street, this organization provides career pathways in high-demand industries. Each year, about 120 youth perform real-world workplace tasks under contracts with public agencies. The Project site is approximately 1,500 feet from the Civicorps Academy. There are no outdoor operations at the Academy. Land uses between the Civicorps

Academy and the Project site include the eastbound UP main rail line, Embarcadero West, Schnitzer Steel, and the Howard Terminal.

- Phoenix Lofts, 737 Second Street – These lofts are in a rehabilitated building. There are no outdoor amenities. The building is roughly 2,200 feet from the Project site.

- Jack London Square - This multi-use area includes retail, restaurant, hotel, and other entertainment uses. In addition to these amenities, patrons of Jack London Square like to linger in the plazas and enjoy the bay along its shoreline walkways. The Oakland Ferry Terminal is also located in this area and is located roughly 3,500 feet away from the Project site. Land uses between these resources include the UP rail lines, Embarcadero West, Schnitzer Steel, and the Howard Terminal.

- West of Middle Harbor Road/Adeline Street

  - Outdoor areas at Amtrak/Caltrans – Located on both sides of Third Street (at #340 and #332). At the Bay District Trailer A, there are picnic tables at the mechanical facility. At the main Amtrak/Caltrans office, there is an outdoor garden area with minimal walk paths. These resources are roughly 1,200 feet from the UP Roundhouse property; intervening land uses include the UP rail lines/depot, East Bay Recycling and Middle Harbor Road.

- North of I-880

  - Prescott Park – The noise environment north of I-880 is dominated by I-880 highway noise. There is currently a noise barrier along I-880. Prescott Park is roughly 1,700 feet from the Project site. There are also single-family residences adjacent to Prescott Park. Intervening land uses include I-880, the UP rail lines/depot and Middle Harbor Road.

  - Apartments at Seventh/Filbert Street – Roughly 2,200 feet from the UPRR Roundhouse property, numerous roadways and buildings separate the two resources.

3.13.2 Regulatory Setting

The City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise includes limits on the hours of noise-generating activities and limits on maximum noise at receiving properties. Maximum noise levels shall not exceed 70 dBA, weekdays between the hours of 7 a.m. and 7 p.m. and 60 dBA on weekends from 9 a.m. to 8 p.m.

The City of Oakland's Vibration Ordinance (Oakland Planning Code section 17.120.060) exempts temporary construction from the ordinance.

3.13.3 Impact Analysis

a) No Impact

The Project is located in an industrial area where noise generation from large freight vehicles, heavy equipment, and containerized and bulk cargo transloading activities occur. During construction,

temporary noise increase from the use of heavy construction equipment is expected. The nearest sensitive receptor to the Project site is the Old Kan & Beer Co (approximately 1,100 feet) and would not be within range to experience the temporary ambient increase from construction activities. Construction is expected to last approximately 12 to 18 months. No nightwork is anticipated.

Additionally, the Project would be required to implement the noise-related SCAs. Compliance with SCA-NOI-1 through SCA-NOI-3 would ensure that construction noise impacts associated with construction of the Project would be reduced for all receiving land uses in the Project vicinity.

The Project would not increase capacity, it would not create a permanent increase in ambient noise levels above existing conditions, and construction noise would be temporary, therefore resulting in no impact.

b, c) No Impact

The Project would not create excessive ground borne vibration or ground borne noise levels. Sensitive receptors described in Section 3.13.1 would not experience additional noise levels generated during construction when compared to existing conditions and activities at the Port. Additionally, the Project is not located in the vicinity of a private airstrip or within 2 miles of a public airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels or ground borne vibration and/or noise levels during construction. There would be no impact.

3.13.4 Avoidance and Minimization Measures

The City's SCAs would apply to the Project. Compliance with the applicable SCAs would ensure that the noise associated with the Project would be reduced to less than significant levels. Therefore, no additional mitigation would be required.

To address the potential for increased noise from the construction of the proposed Project, implementation of the Standard Conditions of Approval would ensure that construction and operation noise effects associated with the Project would be less than significant. The following SCAs from the 2012 Oakland Army Base (OARB) Project Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (City of Oakland, 2013) will be implemented:

- **SCA NOI-1: Days/Hours of Construction Operation:** The Project applicant shall require construction contractors to limit standard construction activities as follows:

  a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday, except that unloading of soil shall be allowed 24 hours per day, 7 days per week for about 15 months.

  b) Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building

Services Division. The Project applicant shall also submit an air quality report prepared by a qualified professional evaluating the air quality impacts of the special activities, if the duration of each activity exceeds 6 months.

c) No construction activity shall take place on Sundays or federal holidays, except as noted previously.

d) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.

e) Applicant shall use temporary power poles instead of generators where feasible.

- **SCA NOI-2: Noise Control:** To reduce noise impacts due to construction, the Project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Port of Oakland Building Services Division review and approval, which includes the following measures:

  a) Equipment and trucks used for Project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).

  b) Except as provided herein, impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for Project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

  c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.

  d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

- **SCA NOI-3: Noise Complaint Procedures:** Prior to the issuance of each building permit, along with the submission of construction documents, the Project applicant shall submit to the Port of Oakland a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

  a) A procedure and phone numbers for notifying Port staff and Oakland Police Department; (during regular construction hours and off-hours);

  b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);

  c) The designation of an on-site construction complaint and enforcement manager for the Project;

  d) Notification of neighbors and occupants within 300 feet of the Project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

  e) A preconstruction meeting shall be held with the job inspectors and the general contractor/onsite project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

3.14 POPULATION AND HOUSING

Would the Project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

3.14.1 Environmental Setting

The Project site is industrial and is located in an industrial setting. It would continue to be used for Port-related industrial activities. The Port recorded a Covenant and Environmental Restriction (deed restriction) dated April 11, 2008 for the former UPRR Roundhouse portion of the Project site, which precludes future use of the site for residential purposes.

3.14.2 Regulatory Setting

No federal or state laws relevant to this issue area are applicable to the Project. Local goals, policies, and/or regulations applicable to this issue area are as follows:

The City of Oakland's General Plan Land Use and Transportation Element contains the following policy applicable to population and housing at the site:

Policy 1/C4.1: Existing industrial, residential, and commercial activities and areas which are consistent with long term land use plans for the City should be protected from the intrusion of potentially incompatible land uses (City of Oakland, 1998).

3.14.2.1 Impact Analysis

a, b) No Impact

No Impact. The Project would install battery-electric freight vehicle charging stations. The Project would generate an estimated one full-time job, and construction would require up to ten workers per day. This small number of jobs would not induce population growth. Therefore, the Project would not induce unplanned population growth and would not result in any relocations or the displacement of residents or businesses. There would be no impact.

3.14.3 Mitigation Summary

The Project would not result in any impacts; no mitigation is required.

3.15 PUBLIC SERVICES

Question	CEQA Determination
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, theconstruction of which could cause significantenvironmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services	N/A
Fire protection?	Less Than Significant Impact
Police protection?	Less Than Significant Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

3.15.1 Environmental Setting

3.15.1.1 Fire Protection

The closest City of Oakland fire station is located at 47 Clay St. Oakland. The Fire Department responds to fire and emergency response calls at the Port area.

3.15.1.2 Police Protection

Police protection services are provided by the City of Oakland Police Department, which is responsible for the enhancement and maintenance of public safety. Additional services are provided by U.S. Department of Homeland Security (U.S. Customs Service and U.S. Coast Guard).

3.15.1.3 Schools

The site is within the Oakland Unified School District. There are no schools near (within 0.5 mile of) the site.

3.15.1.4 Parks

The City of Oakland has over 2,500 acres of open space, including 100 parks. The closest park to the Project site is South Prescott Park. With the exception of Middle Harbor Park, located 1.5 miles west of the Project site, all parks in the vicinity of the Project are located either north of I-880 or south of the Oakland Inner Harbor (on Alameda Island).

3.15.1.5 Other Public Facilities

There are no other public facilities in the vicinity of the proposed Project site.

3.15.2 Regulatory Setting

Local goals, policies, and/or regulations applicable to this issue area are as follows.

The City of Oakland's General Plan Safety Element contains the following policy related to public services (City of Oakland 2012):

- Policy FI-1: Maintain and enhance the city's capacity for emergency response, fire prevention, and fire-fighting.

3.15.3 Impact Analysis

a) No Impact

The proposed Project would be equipped with modern fire suppression technology, and the construction and operation of the proposed Project would not be expected to increase the need for fire protection services; consequently, there would be no need for changes to existing facilities or development of new facilities. The Project would be fenced and have controlled access. It would not be expected to increase the need for police protection beyond the current level; consequently, there would be no need for changes to existing facilities or development new facilities. Additionally, the Project would not increase the local population or create the need for additional schools, parks, or other public facilities. No impact would occur.

3.15.4 Mitigation Summary

The Project would not result in significant impacts; therefore, no mitigation is required.

3.16 RECREATION

Question	CEQA Determination
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

3.16.1 Environmental Setting

The Project is located in the Port seaport area, an industrial area. There is no recreational use onsite. The Oakland Inner Harbor, which is located immediately south of the site, is heavily used by recreational boaters; use of the Oakland Inner Harbor would not be affected by the proposed Project.

3.16.2 Regulatory Setting

No Federal laws are applicable to this Project. State laws, local goals, policies, and/or regulations applicable to this issue area are as follows.

The San Francisco Bay Plan under BCDC:

- BCDC responsibilities include the regulation of new development within the first 100 feet inland from the Bay to ensure public access and recreational opportunities are provided where feasible.

The City of Oakland General Plan Open Space, Conservation and Recreation Element (City of Oakland, 1996) contains the following goals relevant to the recreation:

- Goal REC-1: A parks system which meets a diverse range of recreational needs without compromising the value of parks as open space.
- Goal REC-2: Safe, clean, accessible, efficiently run parks that complement the quality of life in Oakland.
- Goal REC-3: Recreational facilities which fully utilize human resources and promote personal growth, celebrate Oakland's cultural diversity, and serve all community equitably.

3.16.3 Impact Analysis

a, b) No Impact

The proposed Project would construct industrial facilities which would not be expected to result in increased use of neighborhood and regional parks or other recreational facilities. Recreational facilities would not be expanded because there are no parks or trails on site. There would be no impact.

3.16.4 Mitigation Summary

The Project would not result in any impacts; therefore, no mitigation is required.

3.17 TRANSPORTATION AND TRAFFIC

Would the Project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

3.17.1 Environmental Setting

Local access to the Project site is provided primarily by Middle Harbor Road via Adeline Street. Middle Harbor Road is one of three major arterials that provide access to the Port Marine Terminals and local railyards (such as Union Pacific). The other primary arterials are Maritime Street and 7th Street. All of these arterials have primary access to I-880 and are located near the East Bay hub of the Bay Area freeway system near the Bay Bridge Toll Plaza.

Middle Harbor Road is an extension of Adeline Street and is a four-lane arterial with a center two-way left turn lane. It connects with 7th and Maritime Street to the west of the Project site. It is heavily used by trucks and other traffic accessing the Port's seaport area.

3.17.2 Regulatory Setting

No federal or state laws relevant to this issue area are applicable to the Project. Local goals, policies, and/or regulations applicable to this issue are as follows.

The Land Use and Transportation Element (LUTE) (City of Oakland 1998) includes objectives and policies to maintain acceptable traffic operations, reduce congestion, and promote the use of alternative transportation modes. The following policies are relevant to the Project:

- Policy T1.2 Supporting the Port. Support the Port of Oakland's efforts to compete as a primary Port of Call for the West Coast shipping industry
- Policy T3.9: Providing Parking for Transportation. The City should strive to provide parking for multiple modes of transportation throughout the city where it is needed and does not unduly disrupt traffic flow.

3.17.3 Impact Analysis

a, b, c, d) No Impact

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project would install battery-electric truck charging station and would not increase capacity of roadways. The Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The Project would have no permanent impact on vehicle miles traveled. Additionally, the proposed Project will not include hazardous design features or introduce features or design that would pose an incompatible use and would not result in inadequate emergency access. There would be no impact.

3.17.4 Mitigation Summary

Since the proposed Project will not result in traffic impacts to the existing transportation circulation system, no mitigation is necessary.

3.18 TRIBAL CULTURAL RESOURCES

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	Less Than Significant Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision I of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact

3.18.1 Environmental Setting

The Project site is located in an urban industrial setting. There are no known tribal resources that occur on or in the immediate vicinity of the Project site.

3.18.2 Regulatory Setting

Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Pub. Res. Code § 21080.3.1. Assembly Bill 52 involves formal consultation by the Port with the potentially affected tribes. Formal notification by the Port to California Native American tribes that have requested such notification of the Project offering consultation under Assembly Bill 52 was sent on April 4, 2023.

3.18.3 Impact Analysis

a, b) Less Than Significant Impact

The Project would not cause a substantial adverse change in the significance of known tribal cultural resources. If any cultural resources or human remains are discovered during Project construction, the Project would follow the requirements detailed in the Port of Oakland's Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources (Appendix C). Work would be stopped within 100 yards of the find, and work would not resume until the finds were properly assessed and the Port provides permission to resume work. This impact is less than significant.

3.18.4 Mitigation Summary

The Project would not result in significant impacts; therefore, no mitigation is required.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

3.19.1 Environmental Setting

Potable water is supplied to the site by EBMUD. Only the guard shack is currently using water at the site. The Project site is currently a flat, paved, open area used for truck parking. The site has lighting, fencing, and K-rail barriers to control truck parking. Underground electrical, fire suppression water, potable water, and storm drain lines are present at the property.

3.19.2 Regulatory Setting

No federal or state laws or regulations pertaining to this issue area were identified. Local goals, policies, and/or regulations applicable to this issue area are as follows.

The City of Oakland General Plan Open Space, Conservation and Recreation Element (City of Oakland 1996) contains the following goals relevant to utilities and services systems:

- Policy CO-4.1: Emphasize water conservation and recycling strategies in efforts to meet future demand.
- Policy CO-4.3: Promote the use of reclaimed wastewater for irrigating landscape medians, cemeteries, parks, golf courses, and other areas requiring large volumes of non-potable water.

- Policy CO-13.2: Support public information campaigns, energy audits, the use of energy-saving appliances and vehicles, and other efforts which help Oakland residents, businesses, and City operations become more energy efficient.
- Policy CO-13.3: Encourage the use of energy-efficient construction and building materials. Encourage site plans for new development which maximize energy efficiency.

The City also has other applicable programs which include the following:

- *City of Oakland Zero Waste Strategic Plan*
  The City of Oakland developed the Zero Waste Strategic Plan in November 2006. A goal of the plan is to reduce waste disposal.
- *City of Oakland Green Building Ordinance and Sustainable Green Building*
  The City adopted mandatory green building standards for private development projects to integrate environmentally sustainable strategies in building construction in the City of Oakland.

3.19.3 Impact Analysis

a) Less than Significant Impact

The proposed Project would require installing electrical conduit in new charging facilities on the Project site. The Port is able to provide up to one (1) megawatt of power to the Project for charging and no off-site relocation or construction to electric power facilities would be required. Per the lease, the lessee shall make all utility-related improvements necessary to fulfill the obligations of the lease. The impact is less than significant.

b, c, e) No Impact

The Project would not require water to serve the site other than for emergency use. While a fire suppression water system exists at the Project site, no additional demands on fire suppression water are anticipated. The Project would not require new or expanded entitlements to the water supply. Additionally, the Project would not affect the capacity of the existing wastewater treatment system. The Project would comply with all federal, state and local statutes and regulations related to solid waste. The Project would dispose of or recycle all construction debris in accordance with applicable laws and regulations. There would be no impact.

d) Less than Significant Impact

Solid waste generated from construction would consist of a small amount of construction debris and recyclable material; ballast, asphalt and excavated soil would be reused/recycled to the degree feasible. During operations solid waste generation would be limited to small quantities of debris removed from containers and wastes generated by on-site maintenance activities. There are several landfills within 50 miles of the Project that have sufficient permitted capacity to accommodate the Project's solid waste disposal needs.

3.19.4 Mitigation Summary

The Project would not result in significant impacts; therefore, no mitigation is required.

3.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

3.20.1 Environmental Setting

The Project is located in a highly developed industrial area. The California department of Forestry and Fire Protection identifies fire hazards based on factors such as fuels, terrain, and weather. The Project is not located within a designated State Responsibility Area or Federal Responsibility Area fire hazard severity zone (CAL FIRE 2022). The Project is located within a Local Responsibility Area but in a Non-Very High Fire Hazard Severity Zone (CAL FIRE 2008).

3.20.2 Regulatory Setting

There are no federal laws or regulations pertaining to this issue area that are relevant to this Project. State laws, Local goals, policies, and/or regulations applicable to this issue area are as follows.

California Code of Regulations (CCR) Title 24 Title 24 of the CCR ("California Building Standards Code") sets forth the fire, life-safety and other building-related regulations applicable to any structure fit for occupancy statewide for which a building permit is sought. The 2001 triennial edition of Title 24 contains 11 parts, including (with brief descriptions):

- Part 2, California Building Code: general standards for the design and construction of buildings, including provisions related to fire, life safety and structural safety.
- Part 3, California Electrical Code: electrical building standards.
- Part 9, California Fire Code (CFC): building standards related to fire safety that are referenced in other parts of Title 24. Topics addressed in the code include automatic sprinkler systems, fire-alarm systems,

access by fire-fighting equipment, fire hydrants, explosion-hazards safety, hazardous-materials storage and use, protection for first responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The CFC is based on the Uniform Fire Code (UFC), a "model" code adopted through national-level consensus, and which does not carry the weight of law (unlike the CFC). The CFC incorporates by reference the text of the latest published UFC, and reflects additions and deletions made to the UFC by the state.

The City of Oakland General Plan Safety Element includes the following policies relevant to the Project, and wildfire risk (City of Oakland 2012).

- Policy FI-2: Continue, enhance or implement programs that seek to reduce the risk of structural fires.
- Policy FI-3: Prioritize the reduction of wildfire hazard, with an emphasis on prevention.

3.20.3 Impact Analysis

a) No Impact

The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Emergency response times are not anticipated to change during construction. In addition, the Project would not conflict with any other emergency response or evacuation plan. Therefore, there would be no impact.

b, c, d) No Impact

The Project would not exacerbate wildfire risks, require the installation or maintenance of infrastructure that may exacerbate wildfire risk, or expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. The Project proposed to install electric freight vehicle charges on an existing paved lot. The Project does not involve the occupation of habitable structures and does not include the installation of associated infrastructure that would exacerbate wildfire risk.

3.20.4 Mitigation Summary

The Project would not result in significant impacts; therefore, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Question	CEQA Determination
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

3.21.1 Impact Analysis

a, b, c) No Impact

As supported by the impact analyses of this IS/ND, the proposed Project will result in no impact on the quality of the environment, would not be cumulatively considerable and would not cause substantial adverse effects on human beings, either directly or indirectly.

4 LIST OF PREPARERS

The Port of Oakland's Environmental Department staff, with the assistance of Jacobs Engineering Group, Inc., prepared this Initial Study/Negative Declaration. The analysis in the IS/ND is based on information identified, acquired, reviewed, and synthesized based on the Port's guidance and recommendations. The primary people responsible for contributing to, preparing, and reviewing this report are listed in Table 4-1.

Table 4-1. List of Preparers and Reviewers

Organization	Name	Role
Port of Oakland	Eric Englehart	Associate Environmental Scientist
Port of Oakland	Anjana Mepani	Associate Environmental Scientist
Port of Oakland	Tim Leong	Project Manager
Jacobs	Erika Sawyer	Project Manager
Jacobs	David Carlson	Senior Planner
Jacobs	Audrey Van	Project Planner
Jacobs	Morgan Angulo	Associate Planner
Jacobs	Joza Burnam	Air Quality Specialist
Jacobs	Chris Archer	Associate Technologist
Jacobs	Bryan Bell	Staff Technologist
Jacobs	Clarice Ericsson	Staff Technologist
Jacobs	Katie Schwartz	Staff Technologist

5 DISTRIBUTION LIST

The Draft IS/ND was sent to the following recipients.

Scott Sloan
Schnitzer Steel
ssloan@schn.com

Kevin Silva
AMPCO/ABM
kevin.silva@abm.com

Ray Kidd
West Oakland Neighbors
westoaklandneighbors@gmail.com

Eric Green
SSA/Matson
eric.green@ssamarine.com

Jose Tovar
Union Pacific
jmtovar@up.com

Brian Beveridge
West Oakland Environmental Indicators Project
brian.woeip@gmail.com

Vivian Kahn
Phoenix Lofts
vkahn@kmort.com

Margaret Gordon
West Oakland Environmental Indicators Project
margaret.woeip@gmail.com

George Burtt
West Oakland Commerce Association
grant@burtt@earthlink.net

6 REFERENCES

Alameda County Community Development Agency (Alameda County). 2014. Safety Element Amendment. http://acgov.org/cda/planning/generalplans/index.htm. April 29, 2014.

AMEC Geomatrix, Inc. (AMEC). 2009. *Revised Site Management Plan Former Union Pacific Roundhouse Area 1407 Middle Harbor Drive, Oakland, California*. January 9.

AMEC Geomatrix, Inc. (AMEC). 2015. Earthquake and Hazards Program Interactive Flooding Map. January 20. http://gis.abag.ca.gov/website/Hazards/?hlyr=femaZones. Accessed April 5, 2015.

Bay Area Air Quality Management District (BAAQMD). 2001. San Francisco Bay Area 2001 Ozone Attainment Plan for the 1-hour National Ozone Standard. Revision to the State Implementation Plan (SIP). October.

Bay Area Air Quality Management District (BAAQMD). 2015c. Particulate Matter (PM) Planning. http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/PM-Planning.aspx. Accessed May 11, 2015.

Bay Area Air Quality Management District (BAAQMD). 2017. 2017 Clean Air Plan. Adopted April 19, 2017.

Bay Area Air Quality Management District (BAAQMD). 2022. CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. April. Accessed March 28, 2023. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-thresholds-2022/justification-report-pdf.pdf?la=en.

Bay Area Air Quality Management District (BAAQMD). 2023. Air Quality Standards and Attainment Status. https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status. Accessed March 29, 2023.

California Air Resources Board (CARB). 1998. Initial Statement of Reasons for Rulemaking. Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant. June.

California Air Resources Board (CARB). 2000. Stationary Source Division, Mobile Source Control Division. October.

California Air Resources Board (CARB). 2007. *Staff Report: California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*. November.

California Air Resources Board (CARB). 2009. *The 2009 California Almanac of Emissions and Air Quality*. Sacramento, California.

California Air Resources Board (CARB). 2015. *Air Quality Data Statistics: Top 4 Summary*. http://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed April 28, 2015.

California Air Resources Board (CARB). 2023. *Truck and Bus Regulation*. https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation/about. Accessed March 29, 2023.

California Department of Forestry and Fire Protection (CAL FIRE). 2008. Very High Fire Hazard Severity Zones in LRA. Oakland. Accessed on March 21, 2023. Available at: https://osfm.fire.ca.gov/media/5606/oakland.pdf.

California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fire Hazard Severity Zones in State Responsibility Area. Accessed on March 21, 2023. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=4466cf1d2b9947bea1d4269997e86553

California Environmental Protection Agency (Cal/EPA). 1998. *Findings of the Scientific Review Panel on The Report on Diesel Exhaust*, as adopted at the Panel's April 22, 1998, meeting. Office of Environmental Health Hazard Assessment.

CH2M HILL. 2015. *Draft Initial Study/Negative Declaration Roundhouse Area Improvements Project*. Port of Oakland.

City of Oakland. 1996. General Plan Open Space, Conservation and Recreation Element. June. http://www2.oaklandnet.com/Government/o/PBN/OurServices/GeneralPlan/DOWD009017. Accessed March 6, 2015.

City of Oakland. 1998. Historic Preservation, an Element of the Oakland General Plan. August. http://www2.oaklandnet.com/oakca1/groups/ceda/documents/webcontent/oak035236.pdf. Accessed March 23, 2015.

City of Oakland. 1998. General Plan: Land use and Transportation Element. March. http://www2.oaklandnet.com/Government/o/PBN/OurServices/GeneralPlan/DOWD009015. Accessed March 9, 2015.

City of Oakland. 2012. City of Oakland General Plan Safety Element. http://www2.oaklandnet.com/Government/o/PBN/OurServices/GeneralPlan/DOWD009020. Accessed April 5, 2015.

City of Oakland. 2013. *2012 Oakland Army Base (OARB) Project Standard Conditions of Approval and Mitigation Monitoring and Reporting Program*. Revised by City Council 7-16-13.

City of Oakland. 2015. Interactive Planning and Zoning Map-Oaklandnet.com. http://mapgis.oaklandnet.com/planmap/index.aspx. Accessed March 25, 2015.

City of Oakland. 2023. Zero Emission Vehicle Action Plan. Accessed March 20, 2023. Available at: https://cao-94612.s3.amazonaws.com/documents/ZEV-AP-11.17.23_Final_1.01.pdf.

ESA. 2009. *Coscol Petroleum/El Paso Corporation Marine Terminal Deconstruction and Pipeline Abandonment Project Final Mitigated Negative Declaration*. Prepared for California State Lands Commission. May.

Port of Oakland. 2019. Seaport Air Quality 2020 and Beyond Plan. Accessed March 21, 2023. Available at: https://www.portofoakland.com/files/PDF/Volume%20I.pdf.

Port of Oakland and San Francisco Regional Water Quality Control Board. 2008. Covenant and Environmental Restriction on Property, Former Union Pacific Railroad Roundhouse Area, Port of Oakland, 1407 Middle Harbor Road, Oakland, Alameda County. UPRR Roundhouse deed restriction.pdf (ca.gov).

San Francisco Regional Water Quality Control Board (RWQCB). 2010. RWQCB letter to John Prall, Port of Oakland; Subject: No Further Action for the Former Union Pacific Roundhouse site, 1407 Middle Harbor Road, Oakland, Alameda County. April 23.

State Water Resources Control Board (SWRCB). 2013. SWRCB Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004, WDR for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s). February 5.

U.S. Environmental Protection Agency (USEPA). 2015a. *AirData: Monitor Values Report*. http://www.epa.gov/airdata/ad_rep_mon.html. Accessed April 28, 2015.

U.S. Environmental Protection Agency (USEPA). 2015b. *Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act*. http://www.epa.gov/climatechange/endangerment/. Accessed May 11, 2015.

U.S. Environmental Protection Agency (USEPA). 2015c. *Greenhouse Gas Reporting Program*. http://www.epa.gov/climatechange/emissions/ghgrulemaking.html. Accessed May 11, 2015.

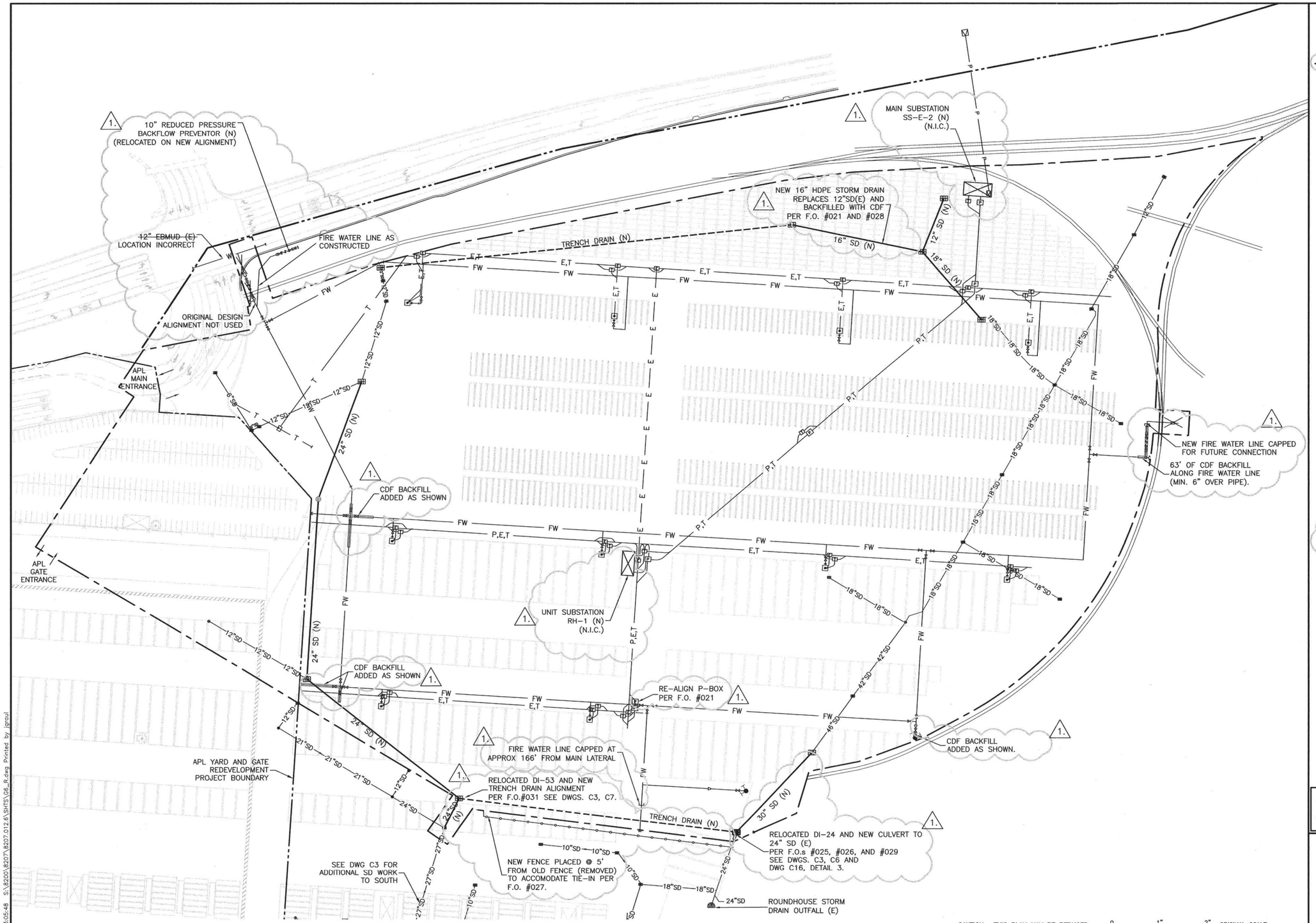
U.S. Environmental Protection Agency (USEPA). 2015d. *The Green Book Nonattainment Areas for Criteria Pollutants*. http://www.epa.gov/oaqps001/greenbk/. Accessed April 28, 2015.

U.S. Environmental Protection Agency (USEPA). 2023. *Criteria Air Pollutants*. https://www.epa.gov/criteria-air-pollutants. Accessed March 24, 2023.

Personal Correspondence

T. Leong email to Susa Gates. Roundhouse Water Quality. March 24, 2015.

Appendix A
Project Site Utilities



LEGEND

- LIMITS OF WORK (1.)
- PARCEL BOUNDARY
- APL YARD AND GATE REDEVELOPMENT PROJECT BOUNDARY
- P,E,T — POWER, ELECTRICAL, TELECOMMUNICATION LINES (N)
- ELECTRICAL BOX (PG&E)
- POWER (12.47KV) MANHOLE (N)
- ELECTRICAL (<600V) BOX (N)
- TELECOM PULLBOX (N)
- FW — FIREWATER LINE (N)
- CDF BACKFILL ENCASED FIREWATER LINE (N) (1.)
- HIGHMAST LIGHT / FIRE HYDRANT WITH BOLLARDS (N)
- FIRE HYDRANT (N)
- SD — STORM DRAIN AND CATCH BASIN TO REMAIN IN PLACE (E)
- 12" SD — STORM DRAIN (N)
- TRENCH DRAIN (N)
- CATCH BASIN (N)
- STORM DRAIN MANHOLE (N)

NOTES

1. PRELIMINARY CONTAINER LAYOUT (PROVIDED BY PORT) SHOWN FOR ILLUSTRATION PURPOSES ONLY. CONTAINER LAYOUT OR OTHER SITE USE DESIGNATIONS, SIGNING, OR STRIPING NOT INCLUDED IN THIS WORK.
2. FINISHED GRADE ELEVATIONS AND CONTOURS NOT SHOWN FOR CLARITY. SEE DWG. C1 FOR GRADING ELEVATION DETAILS.
3. ABANDONED AND NON-FUNCTIONAL UTILITIES NOT SHOWN FOR CLARITY. SEE DWG. G5 FOR EXISTING CONDITIONS. (1.)
4. NEW ELECTRICAL, POWER, TELECOM, FIRE WATER LINES AND SYMBOLOGY ARE SCHEMATIC AND REPRESENT APPROXIMATE LOCATIONS ONLY.

N

80 0 80 160
SCALE IN FEET

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

RECORD PLAN SET

GEOMATRIX
GEOMATRIX CONSULTANTS
2101 WEBSTER, 12th Floor
OAKLAND, CA 94612

PRINT DATE 03-30-06 13:05:48 S:\8200\8207\8207.012.6\SHTS\06_R.dwg Printed by jgraul

REFERENCES:
PLANS AA-3829, AA-3842, AA-3664
FIELD BOOKS
"PORT OF OAKLAND DATUM" IS 3.20' BELOW N.G.V.D. '29
CAUTION: CHECK TRACING FOR LATEST REVISIONS

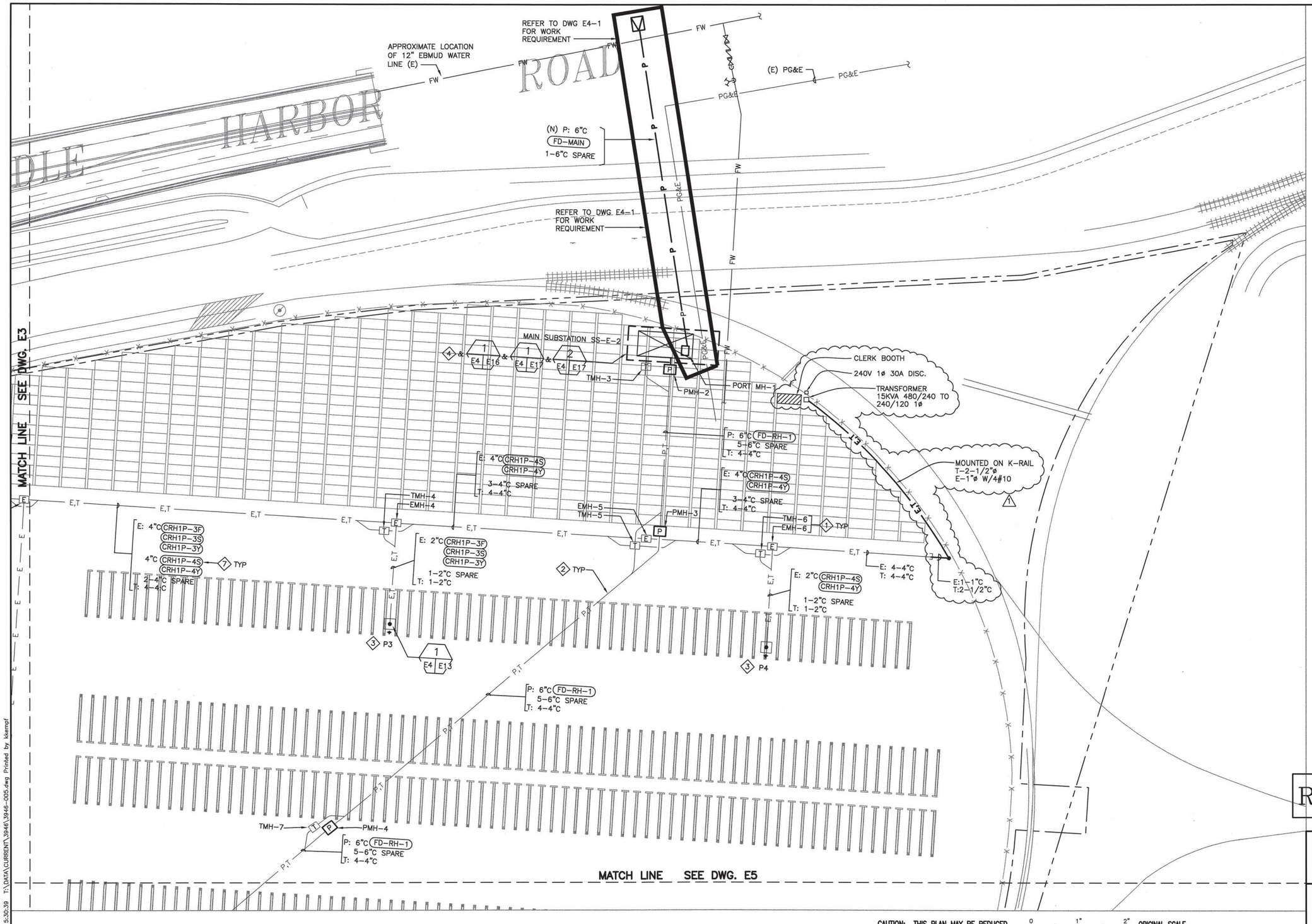
NO.	REVISIONS	DATE	REV'D	APP'D
1.	RECORD PLAN SET	4/4/06	MAG	

DRAWN JDG
DESIGNED DCB C64096
CHECKED SAH C67853
REVIEWED JVG C62988

PORT OF OAKLAND
530 WATER ST. OAKLAND, CALIFORNIA

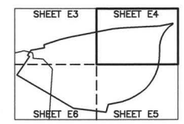
INNER HARBOR
CONSTRUCTION OF SITE IMPROVEMENTS AT THE FORMER UNION PACIFIC ROUNDHOUSE
SITE IMPROVEMENTS

DATE: 08-26-05
SCALE: 1"=80'
SHEET: 6 OF 53 SHEETS
G6 AA-3928



SHEET NOTES

SEE DWG. E3 FOR APPLICABLE SHEET NOTES.



AREA KEY MAP

N

40 0 40 80

APPROXIMATE SCALE IN FEET

RECORD PLAN SET

GEOMATRIX
GEOMATRIX CONSULTANTS
2101 WEBSTER, 12th Floor
OAKLAND, CA 94612

YEI ENGINEERS, INC.
7700 Edgewater Drive, Suite 820, Oakland, CA 94621
Phone: (510) 383-1020 Fax: (510) 383-1027

REGISTERED PROFESSIONAL ENGINEER
DOUGLAS YUNG
No. E 08527
EXP. 9/30/06
ELECTRICAL
STATE OF CALIFORNIA

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

REFERENCES:
PLANS AA-3829, AA-3842 AA-3664
FIELD BOOKS
"PORT OF OAKLAND DATUM" IS 3.20' BELOW N.G.V.D. '29

CAUTION: CHECK TRACING FOR LATEST REVISIONS

NO.	REVISIONS	DATE	REV'D	APP'D
1	AS-BUILT CHANGES REVIEWED	9/28/07	MAG	
	CONTRACT PLAN SET			

DRAWN	S. HO	
DESIGNED	G. CHEUNG	E14107
CHECKED	G. WONG	E8982
REVIEWED	D. YUNG	E8527

PORT OF OAKLAND

530 WATER ST. OAKLAND, CALIFORNIA

INNER HARBOR

INSTALL SWITCHGEAR, SUBSTATION LIGHTING CONTROL SYSTEM AND HML AT THE FORMER UP ROUNDHOUSE

ELECTRICAL – DETAILED PLAN 2 OF 4

DATE: 10-07-05
SCALE: 1"=40'-0"
SHEET: 5 OF 24 SHEETS

E4 AA-3946

PRINT DATE 09-28-07 15:30:39 T:\DATA\CURRENT\3946\3946-005.dwg Printed by kkempf

Appendix B
Revised Site Management Plan

For *Revised Site Management Plan*, see:
https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/8506651163/SL18339759.PDF

For *Covenant and Environmental Restriction on Property* ("Deed Restriction"), see:
https://geotracker.waterboards.ca.gov/site_documents/8568939030/UPRR%20Roundhouse%20deed%20restriction.pdf

Appendix C
Port of Oakland's Emergency Plan of Action for Discoveries of Unknown Historic or Archaeological Resources

PORT OF OAKLAND

Emergency Plan of Action

For Discoveries of Unknown Historic or Archaeological Resources

The construction crew plays a vital role in the cultural resources monitoring process and should always be alert for these resources. More often than not, heavy equipment operators make the first discoveries of cultural finds, so it is extremely important that those involved in such activities be aware of the proper procedures to follow in the event of discovery.

When operating in the field, crewmembers should always keep an eye open for historic and archaeological resources. It is also important to remember that cultural resources of importance might be present in imported fill and dump deposits. Therefore, vigilance should occur during all operations, in both fill and undisturbed deposits.

During all excavations, crews should be especially alert for cultural resources anytime they observe the following conditions:

1. Soil and deposit changes, such as color or type. A soil color change can indicate the presence of an historic trash dump, remnants of submerged or buried wooden structures, remnants of a shipwreck, cargo lost off the loading docks, or debris thrown overboard from a moored ship. Although it is unlikely, soil color changes might also indicate Native American remains such as living surfaces or hearths.
2. Presence of charcoal particles in soil. Charcoal, as larger chucks, small flecks, or in thick, black horizontal deposits, might indicate the presence of burned ships, burned cargo, or even dock fires. Remnants from these activities might relate to local events important to Bay Area history.
3. Any buried objects or structures.

Given the geological history of the area, many of the above indicators will more than likely be associated with natural phenomena such as siltation, marsh and mud deposits, and various other typical coastal marine/submarine features. Merritt Sands overlain by Young Bay Muds, both of which are undisturbed, dominate the stratigraphy. In many excavation and dredging areas, these naturally occurring layers have been capped by artificial fill, consisting of hydraulically placed marine materials, and terrestrial materials (sand, gravel). The point is simply to be aware of the potential if the above conditions are noted. More often that not, a brief but thorough 30 second visual inspection will clarify whether cultural resources are present in any given excavated deposit.

Which Cultural Resources are Important?

The significance of unknown archaeological and historical finds cannot usually be determined until the materials have actually been uncovered. Generally, all cultural materials must be considered significant until assessed otherwise. However, the crew can follow some basic guidelines to establish the level of attention and response required for detected cultural materials.

1. A cluster, cache, or deposit (i.e., lens) of materials should be considered historically or archaeologically important by the crew until it has been assessed otherwise. During dredging and excavation operations, these might appear as large concentrations of bottles, tools, plates, or a mixture of these and various unidentifiable finds. Likewise, any submerged or buried structure, or part of a structure, should be considered important until assessed otherwise. These might include vessels, parts of vessels, pier or piling structural fragments, or various other features. All artifacts will be considered property of the Port of Oakland, unless determined or agreed otherwise, and must always be handed over to Port authorities.
2. Normally, both Federal and State evaluation criteria do not consider isolate finds significant. However, isolates can contribute to the overall understanding and appreciation of history and prehistory. Their location should be noted and isolates should be put aside until the appropriate specialist can properly examine them. Isolates can be recognized either as lone finds, or between one (1) and three (3) finds, that have been detected at least 50 meters from any other archaeological or historical finds. All isolates will be considered property of the Port of Oakland, unless determined or agreed otherwise, and must always be handed over to Port authorities.

If cultural resources are discovered, a crewmember or contractor supervisor should note the find spot. This will be vital if a position needs to be relocated for general documentation or, later, the crew needs to be made aware of cultural resource sensitivities in a specific project area.

General Emergency Reporting Procedures

In the event that the contractor's operations expose or detect any of the structural remnants or artifacts noted above, the contractor shall recover and secure, as best as possible, the materials. The contractor shall report the finds immediately to the Project Construction Manager and the Port. The Port will determine the disposition in accordance with prescribed regulations. All cultural remains discovered shall remain the property of the Port, and will not become the property of the person(s) making or reporting the discovery.

When significant archaeological materials, such as those previously noted, are encountered during the operations, the contractor shall immediately suspend all construction activities with 50 yards of that location and notify the Port. Work shall not resume in that location until an approval by appropriate authorities has been given to continue. Construction activities may be moved to another location to avoid loss of work

time. If the Port believes that such resources require scientific investigation, the contractor shall allow five (5) calendar days for completion of the archaeological investigation. The scientific excavation, analysis and reporting of the results shall be conducted after the archaeological investigation, but not more than 180 days from the date of discovery.

Emergency Procedures for the Work Crew

In the event that cultural resources are uncovered during dredging and excavation, crew and equipment operators must adhere to the procedures outlined below. The following measures apply when non-isolate finds are detected:

1. Dredging and excavation work, or any other activities at the locations and within 50 yards of the finds must halt.
2. The crew member(s) should immediately notify the Project Construction Manager and the Port Project Environmental Coordinator.
3. In the event that the Project Construction Manager is not available, the Port Project Environmental Coordinator and/or the Port Cultural Resources Specialist should be contacted directly.
4. Work can be shifted to other project areas to avoid loss of work time. However, work should only resume in the suspected area once the situation has been properly examined and assessed, and the Port has given notification that work may resume.

If there is ever any doubt or confusion upon discovery of cultural materials, or in the event that no Port representatives can be located, the contractor supervisor and crew should temporarily halt work until the proper personnel can be notified and the situation clarified.

Emergency Plan of Action Scenarios

The table below presents two Plan of Action scenarios for the crew once cultural resources have been discovered. This provides quick Plan of Action reference, although the crew should be aware that unexpected scenarios might arise. If there us uncertainty about a discovery, consult with the proper project personnel before continuing work in the area.

FINDS	IMMEDIATE ACTION	REQUIRED ACTION
Isolates (a bottle or two, a tool, fragments of a plate, etc.)	Set find(s) safely aside Continue working	Notify Port Project Inspector at the most convenient time (e.g., coffee break, lunch break) and turn over the find for examination.
Cache of bottles, plates, metal work, structural remains, shipwreck, etc. Human remains	STOP ALL WORK WITHIN 50 YARDS	Follow the outlined procedures. Do not resume work until the finds have been properly assessed, and Port has given go-ahead to resume.

Human Remains

Human remains discovered on non-Federal lands, even if the project is under Federal (lead agency) jurisdiction, must apply with the State procedures outlined below. If the human remains are on Federal lands, then the NAGPRA protocols must be followed. Although discovery of human remains is not considered a likely possibility, there are a few points to bear in mind if they are detected:

1. The contractor shall immediately notify the Port upon the initial discovery of human remains. At this point, the County Coroner will be contacted for an escorted site visit.
2. Human skeletal remains must never be handled or removed from their initial discovery location until an archaeologist is present to direct the treatment of such remains.
3. If human remains are only noticed once a dredge, or similar operation, has re-deposited the materials, then the materials should be left alone, along with the entire associated deposit, until the County Coroner arrives for assessment of the remains.
4. Human remains should never be "temporarily" moved by the contractor to another location, including assumed "safe storage" locations, until the appropriate authoritative person(s) have examined the remains and approved these activities.
5. During any recovery and treatment, human remains shall be handled by the archaeologist with due care and respect, and protected from inadvertent damage.
6. The Port, after consultation with the appropriate officials, shall ensure the ultimate disposition of any human remains.

When directed by the Port, the contractor shall cooperate in salvage activities to the fullest extent possible through the use of available personnel and/or equipment for limited removal of overburden, physical removal of large objects, transportation of Port staff and equipment, and protection of the discovered items. Should the discovery site require archaeological or related studies resulting in delays and/or additional work, the Port will coordinate with the contractor as appropriate.

Appendix D
Port of Oakland Exterior Lighting Policy

Port of Oakland Exterior Lighting Policy

Port of Oakland Sustainability Opportunities Program

Purpose:

The Port of Oakland through its *Sustainability Opportunities Program* seeks to mitigate the impact of exterior lighting on the surrounding community and to conserve energy. Under the Port of Oakland's Lighting Policy, the Port and Port of Oakland tenants shall comply with the prescribed lighting measures to prevent potential lighting pollution that may be generated by development and operations and to conserve energy in all areas under the jurisdiction of the Port of Oakland.

Area and Lighting Systems Covered by Policy:

Policy shall apply to all new development or modification that includes the construction of exterior lighting systems at the Oakland International Airport, harbor facilities, and commercial, retail, and industrial mixed-use areas which include the Airport Business Park, Jack London Square and Embarcadero Cove Areas.

Exterior lighting systems proposed for the following development shall be covered by the Policy: automobile and aircraft parking areas, roadways, medians, sidewalks, container yards, rail and joint intermodal facilities, biking and walking pathways, architectural and landscape ornamental lighting fixture installations, building exterior wall and roof mounted lighting fixtures, storefront and marketing areas, and billboards and signs.

Port Staff and Port and Tenant Engineering and Architectural Design Consultants:

Port of Oakland Engineering staff, Port contracted Engineering and Architectural Consultants and technical representatives responsible for design of tenants' facilities shall comply with the mitigation measures presented herein.

Tenants:

Exterior lighting plans shall comply with the mitigation measures specified in the *Port of Oakland Exterior Lighting Policy* for glare control and energy conservation stated herein, prior to issuance of Port of Oakland Building Permit.

General Mitigation Measures and Practices:

Design of exterior lighting shall generally follow Illuminating Engineering Society of North America (IESNA)- *Recommended Lighting Levels for Exterior Lighting.* The *Dark-Sky Association* further recommends that lighting designers minimize illumination levels, pole height and spacing, glare, lighting system depreciation and life-cycle cost, (see *Lighting Criterion Schedule*). Additionally, lighting pollution mitigation measures include specifying full cutoff light fixtures, horizontally oriented lamps (bulb), and low-reflectivity architectural surfaces.

Lighting Plan Submission Requirements:

Plans submitted by Port Engineering Staff, tenants and consultants for a Port of Oakland Building Permit or project review and approval, which propose the installation of exterior lighting for a new development or a modification to existing area shall clearly indicate the following:

1) Location and quantity of lighting fixtures
2) Proposed lux or footcandle levels
3) Specified type(s) and manufacturer(s) fixture(s), manufacturer's photometric data sheet, lamp wattage, top shield and side guard cut sheets
4) Pole height and spacing
5) Bi-level illumination plan operated by automatic shutoff controllers, photocells and/or astronomical timer system (high/full for high activity operation level; and low, approx. 50% or less of full illumination for security/low night activity level).
6) Calculation on plan sheet indicating the lamp wattage in full activity operation mode and power usage in security/low night activity mode (if applicable)
7) Calculation of lighting watts/ft^2 for all exterior lighting systems (Total watts of all light fixtures / ft^2 of the lighted area that at least receive the min. fc)
8) Building exterior type and color of architectural finishes
9) Written request for any exemption from the lighting policy accompanied by all supporting documentation of reasons for consideration.

Lighting Policy Technical Liaison:

Contact Britt Johnson at (510) 627-1130, if you need additional information on Policy compliance requirement.

ASHRAE and State Legislation Development:

The State of California Energy Commission (CEC) has contracted a team of engineering firms in response to a Senate bill to develop standards for energy conservation and lighting pollution mitigation requirements for outdoor lighting. The proposed legislation is entitled: ***Senate Bill 5X Outdoor Lighting Standards.*** The draft bill is scheduled for completion in July 2003. The enforcement of the standard may be facilitated through an amendment to the California Energy Code-Title 24 or adoption into the Title 24 of the existing Federal ASHRAE/IESNA 90.1-1999, which mandates standards for energy conservation of outdoor lighting systems. The Port of Oakland Lighting Policy will be evaluated and the Executive Director will make appropriate revisions to the Policy as necessary to be consistent with the CEC Standards.

Lighting Criterion Schedule:

Illumination Subject Area	Recommended IESNA, Dark-Sky Assoc. Lighting Level (fc)	Required Uniformity Avg./Min. (fc/fc)	Port Policy Glare Mitigation Requirements	Energy Conservation Requirements
Auto Parking Lots Retail Centers, Airport	2.4 Avg.	4/1	Full cut-off fixtures	Photocells, timers optional
Aircraft Parking Areas	2 Avg.	4/1	Provide Pole height less than 80 feet, full cut-off fixtures, install side shields and visors, review of AOA lighting by local Air Traffic Control Rep.	Photocells, timers, bi-level, push button hi level energizing with auto shut-off of hi level after specified period
Roadways and Streets (Maintained by Port or Tenants)	0.6 Avg.	6/1	Full cut-off fixtures, install side shields and visors	Photocells
Driveway Entrances	0.6 Min.	NA	Illumination level to match fc/lx level of street or parking area	Photocells
Rail/Intermodal Facilities	5 Avg.	3/1	Full cut-off fixtures, fully equipped with shields, guards	Bi-level lighting plan, Photocells, and timers
Container/Shipping Yards	5 Avg.	3/1	Full cut-off fixtures, fully equipped with shields, guards	Bi-level lighting plan, Photocells and timers, shutoff plan for fixtures illuminating estuary (berth position)
Biking/Walking Pathways	See tables 5,6,7,and 8 in IESNA RP-8-00	4/1	Full cut-off fixtures, max. height less than 28 feet	Photocells
Sidewalks/medians	See tables 5,6,7,and 8 in IESNA RP-8-00	4/1	Full cut-off fixtures, max. height less than 35 feet	Photocells
Architectural/ Landscaping	1 Avg.	4/1	Minimize use of up-lights, less than 100W, Aim on specific subject (i.e. tree, sign, monument)	Photocell, timer optional
Storefronts/Marketing Areas	10 Avg.	NA	Direct light downward, minimize spill into adjoining areas, minimize light level contrast between pedestrian and vehicle travel areas	Timer control system
Building Exterior –Light Colored Surfaces	5 Avg.	NA	Aim downward	Photocell, timer
Building Exterior –Dark Colored Surfaces	20 Avg.	NA	Illumination aimed downward	Photocell, timer
Billboards	15 Avg.	NA	Light from the top down	Photocell
Sports Fields near residential park areas	30-50 (infield) Avg. 20-30 (outfield) Avg.	4/1	Plant trees on perimeter of field, full cut-off fixtures, top shields, minimize height of poles	Photocell and timer controls, bi-level for non use periods

Glossary of Terms:

AOA: Aircraft Operations Area, secure area for aircraft movement

Footcandle: Unit of measure of illumination lumen/ft^2 (fc).

Full Cutoff Light Fixtures: A light fixture with a light distribution with no illumination (lumens) above the horizontal.

Fully Shielded: Top shields and side guards constructed in such a manner that all light emitted by the fixture, either directly from the lens or diffusing element, or by the lens or reflective surfaces is projected below the horizontal plane of the fixture.

Glare: The sensation that illumination is greater than the luminance to which the eyes are adapted and may cause annoyance, discomfort, and loss of visibility.

IES: Illuminating Engineering Society, body that establishes recommended illumination practices, IESNA - Illuminating Engineering Society of North America is the originator of International Dark Sky Association recommendations.

Lumens: SI (System International) unit of measure of luminous used to measure light emitted by lamps (bulbs).

Lux: Metric measurement of illumination 1 lux= 1 lumen/square meter (10.76 lx = 1 fc).

Photometrics: Fixture/lamp performance characteristics.

Shield: An opaque baffle placed along the top edge of a lighting fixture to control light distribution in the vertical direction.

Side Guards: Opaque baffles placed on the side or sides of a lighting fixture to control light distribution in the horizontal direction.

Uniformity: The measure of the consistency or evenness of illumination: Uniformity ratio is calculated as the Maximum (fc, lx) to minimum (fc, lx) or Average (fc, lx) to minimum (fc/lx).