



20 Happy Valley Road, Pleasanton, CA 94566

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September 16, 2015

Hon. Council President Gibson McElhaney
Oakland City Council
One Frank H. Ogawa Plaza, 3rd Floor
Oakland, CA 94612

RE: Support for Oakland Jobs and Terminal Logistics Solutions

Dear Council President Gibson McElhaney,

I am writing to you as a strong supporter of the Oakland Global project: the public-private partnership years in the planning, that will bring much needed jobs, revenue and vitality to West Oakland after the Army base was closed in 1999.

I've read recently that outside special interests are questioning this project; questioning what types of commodities will move through this state-of-the-art terminal before the final designs have been decided.

The project is committed to the environment, and is and will be in compliance with hundreds of federal, state, regional and local standards and requirements. Thousands of jobs that are either currently building the terminal, or when it is finished will operate it, are good jobs; secure, well-paying, and needed in Oakland.

I'm asking you and the other members of the City Council to remember that you represent the hard-working members of the Oakland community. The worst possible thing that can happen to this community is if this project is jeopardized by outsiders, whose agenda is to fix a global issue over which we really have no control or impact right here in Oakland.

Please do the right thing and allow this project to move forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wahid Tadros', is written over a circular stamp. The signature is written in a cursive style.

for: Wahid Tadros
President
California Engineering Contractors, Inc.

CC: Hon. Mayor Schaaf
Hon. Councilmember Kalb
Hon. Councilmember Guillen
Hon. Councilmember Campbell Washington
Hon. Councilmember Gallo
Hon. Councilmember Brooks
Hon. Councilmember Reid
Hon. Councilmember Kaplan
City Administrator Landreth



Partners in Productivity

September 14th, 2015.

Oakland City Council
Attention: Mayor Libby Schaaf
1 Frank H. Ogawa Plaza,
Oakland, CA 94615.

Dear Mayor,

Re: **Coal Handling Conveyor Transfer Systems
Terminal Logistics Solutions Coal Export Project**

In response to our discussions with Terminal Logistics Solutions with reference to the proposed coal export terminal, Flexco have had the opportunity to review all of the layouts for the conveyor systems with a view to incorporate our technology in transfer chute design in coal handling – specifically at coal terminals globally.

Flexco delivers a variety of products and consulting services across the Mining, Power and Coal Export Terminal sectors. Flexco has been designing, engineering and fabricating conveyor material transfer systems for over 29 years - developed in Australia at our subsidiary Tasman Warajay. Our core expertise is increasing conveyor system productivity at material handling facilities. We have a thorough understanding of material flow through transfers and its challenges. Flexco transfer systems are optimized to increase throughput and productivity while minimizing dust generation, plugging, spillage and wear. Evidence of our successful design methodology can be found with our satisfied customers, most of which have multiple transfer systems and with whom we have long standing partnerships – some listed below. Additional details can be provided upon request.

- Alabama State Port Authority, McDuffie Coal Terminal - Mobile, AL, USA
- BMA Hay Point – Queensland, Australia
- CN Worldwide – Conneaut, OH, USA
- CSX Coal Terminal, Baltimore, MD, USA
- Dalrymple Bay – Queensland, Australia
- Dominion Terminal Associates – Newport News, VA, USA
- Gladstone Port Authority – Queensland, Australia
- Hay Point Coal Terminal – Queensland, Australia
- Kooragang Island – NSW, Australia
- Kaltim Prima Coal, Tunjung Barra – Indonesia
- Pacific Coast Terminals – Port Moody, BC, Canada
- Port Waratah Coal Services – NSW, Australia
- Westshore Terminals – Delta, BC, Canada
- Ridley Coal Terminal, Prince Rupert, BC, Canada

Dust emission is one of the main problems associated with the operation of conveyor transfer chutes. The design of the transfer chute influences dust generation to a large degree. Due to the very specific design of transfer chutes, sophisticated simulation methods such as the Computational Fluid Dynamics (CFD) have been necessary to accurately



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predict the material and air flow through conveyor transfer chutes. With CFD the coal is treated as interpenetrating continua, the coal can be modeled as a fluid this method solves flow of homogenous materials such as coal subsequently significantly reducing material degradation and dust generation.

Australia is the world's largest exporter of coal, 80% of the exported coal passes through a Flexco conveyor transfer system. As many of these terminals are located within areas that are close proximity to communities, and environmental sensitivity such as the Great Barrier Reef, it is of absolute importance that the highest standards of material handling are maintained. Flexco has been working closely with many of the coal export terminals for over 25 years.

As indicated above Flexco has been working in partnership with many of the large global export coal terminals. It is well documented many of these have the highest stringent environmental restrictions placed on them with reference to air quality, and noise levels. These coal export facilities with reference to particulate matter require site specific permits that will impose emissions limitations and standards that will be subject to public view and comment. A particularly important requirement for new projects is that they must demonstrate that the proposed facility will comply with applicable standards that limit the concentration of air pollution in the outside air to levels set by the EPA.

With reference to the Terminal Logistics Solutions Coal Export Terminal, and the proposed use of Flexco Computational Fluid Dynamics chutes these levels related to particulate matter would easily be achieved. Furthermore to this, the project will require dust suppression at the delivery points of the transfer systems. Based on experience from similar applications this will further reduce any resilient particulate matter by an estimated 70%.

As a guide the Flexco conveyor transfer systems that have been installed at the following coal export facilities do not have, or require any dust suppression methods installed and operating at the transfer points. All of the dust levels at the transfer points are well below the individual site and local government requirements.

The Proposed Terminal Logistics Solutions Coal Export Terminal should be considered a state of the art facility. The facility has addressed all the areas that are subject to potential generation of dust, such as the rotary dump for coal and the conveyor transfer points. These have been addressed by the most globally recognized methods, and furthermore have gone to additional steps to include such technology as dust suppression to ensure all environmental restrictions are not adhered to, but exceeded.

In addition, for your consideration is the local job content that would be used along with the incorporation of Flexco transfer systems. This would include the initial installation, and the on-going maintenance of the systems to ensure that they continue to operate at the highest possible levels.



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Please find below some additional details on our transfer systems.

Application Example:

Below are some photos of a project that was executed in Australia at the Gladstone Port Authority in 2004. This is of significance for two reasons; the first is the location of the facility, and the second is that the systems have been running coal for almost 10 years with no issues related to material spillage, degradation or dust generation.

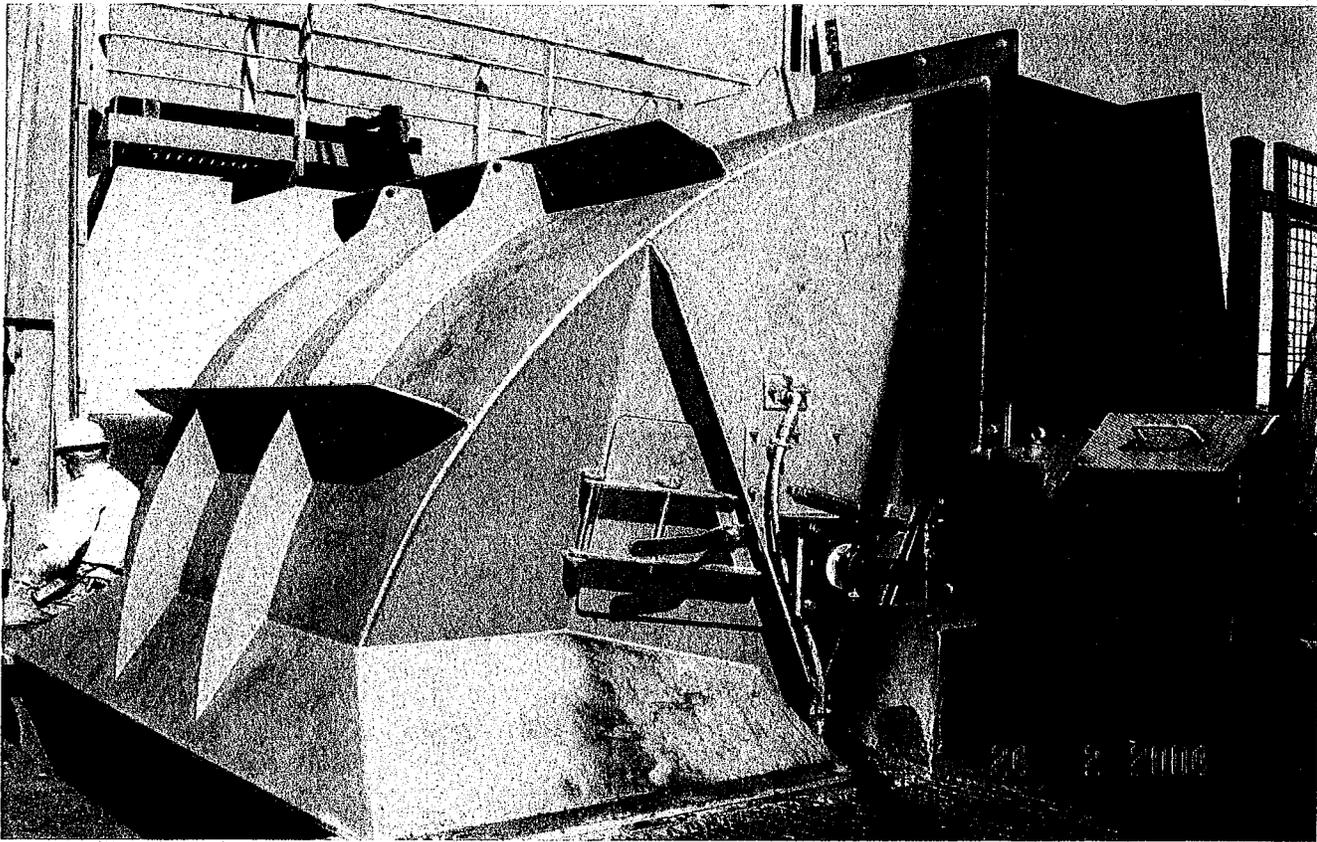


Image 1: Shows Head Section of Conveyor Transfer Point is designed to capture and concentrate material stream at low impact angles in order to reduce dust generation.



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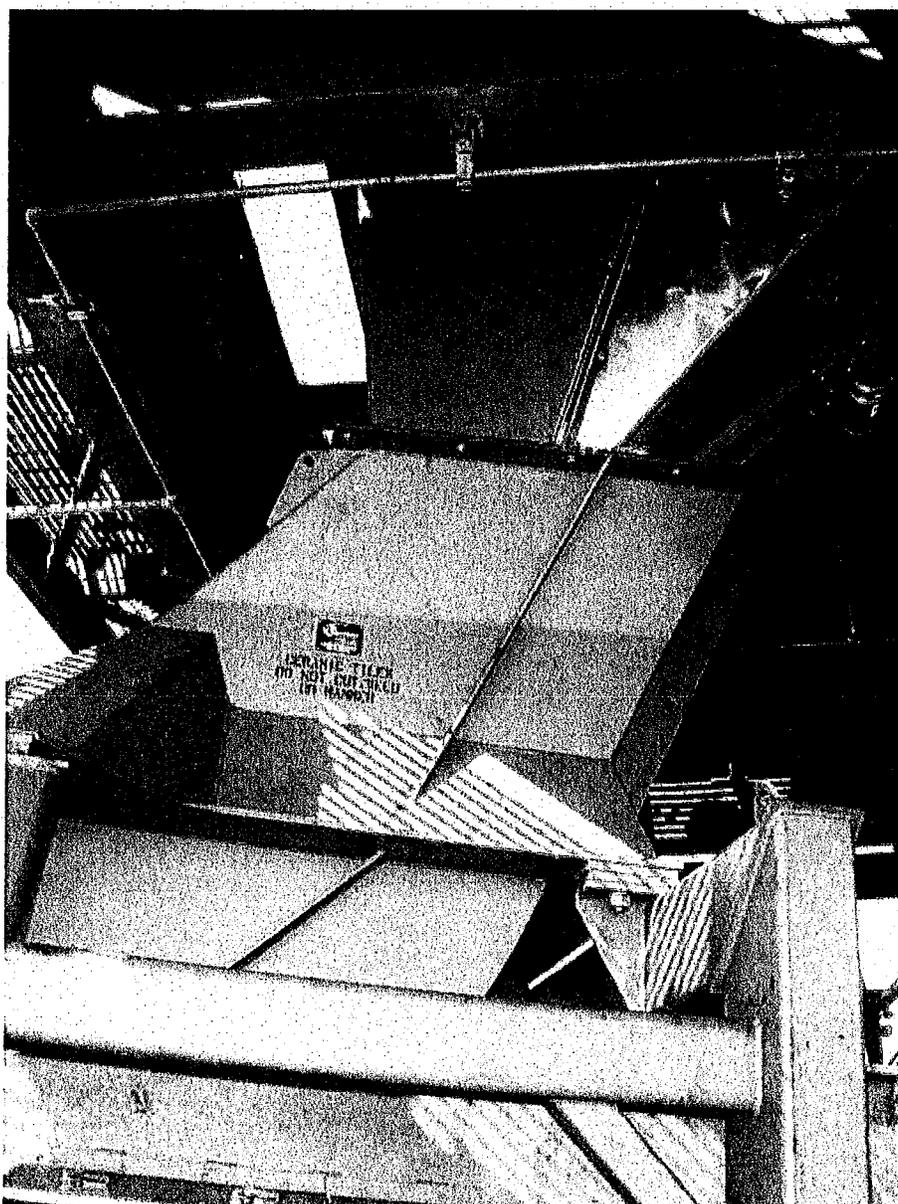


Image 2: Shows Spoon Section of the Conveyor Transfer Point which is designed to deliver the coal to the receiving belt at a the same direction and similar speed to the receiving belt – thus reducing dust generation and material spillage.



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Additional Reference Point:

For further reference Flexco recently installed a conveyor transfer system at a power plant in Wisconsin. As part of a major conveyor transfer chute project, the customer performed independent dust testing of their old system and dust testing of the new Flexco system to verify system performance. Time weighted averages (TWA) for all sample points on the new system were well below the old chutes, the customer's specified levels and OSHA respirable dust standards. In the critical area for dust the pre-installation TWA was 3.466 mg/m³ and the post-installation TWA was 0.393 mg/m³. This represents an 89% decrease in dust generation. There are no dust suppression or collection systems in this installation so the improved performance is attributable to the Flexco Transfer Chute design.

Summary of Findings for Terminal Logistics Solutions Coal Export Terminal:

Based on the operational information that you provided, along with the relative drawings we have had a complete design review of the proposed conveyor systems and based on our experience with similar operations are able to confirm that Flexco would be able to provide the coal export terminal with a solution that would reach the desired goals of centre loading, significantly improved belt tracking and wear, reduced spillage, and reduced dust – with guaranteed throughput capabilities.

Issues to be addressed with the new transfer chutes include:

- Minimize dust generation
- Minimize material spillage
- Minimize product degradation
- Minimize plugging
- Provide easy access for simplified cleanout between materials
- Provide a soft and centered load on the receiving belts
- Provide a durable system designed to run reliably for years

All of the above factors combine to provide a soft and centered load to the receiving conveyor with all of the particles exiting the chute discharge at the appropriate velocity and in the same direction as the receiving belt so they land on and find their place on the belt without turbulence of material.

Flexco's long-term commitment to client services and the environment is mirrored in the company's expanding service scope and its approach to development in key markets. Flexco offers its Global clients local knowledge and experience, supported by the capabilities and resources of the broader Flexco group. Our team provides both engineering and project delivery personnel with infrastructure backgrounds, who are familiar with heavy industry and mining environments and able to deliver complex multi-discipline projects.



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Lastly, Flexco have had a long term partnership with BHP Billiton, Rio Tinto, Xstrata and Anglo American all key stakeholders in the global mining and export coal terminal sector. Terminal infrastructure plays an important part of any port and Flexco understands the importance of getting it right from the start.

If it would be of interest to you, or any of your council members, we would be pleased to schedule a site visit to any of the coal export terminals that we have listed as reference points. This would give you the opportunity to view the technology, talk to operators and also local community leaders with reference to the benefits of our technology.

Looking forward to hearing from you in due course.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Martin J. O'Neill".

Martin J. O'Neill
Director of Global Projects



7901 Oakport Street
Suite 4900
Port of Oakland
Oakland, CA 94612
510-229-3918 (ph)/888-391-0139 (fx)
www.gironcms.com

Mayor Libby Schaaf
Frank H. Ogawa Plaza #3
Oakland, CA 94612

Dear Mayor Schaaf:

Giron Construction is a local engineering and building contractor that employs 17 local residents, the majority of them in union jobs. We unequivocally support Terminal Logistics Solutions in its effort to bring the new bulk commodities terminal project to reality. We trust the leadership of TLS. We believe they are committed to this community, and we have every confidence that they will deliver a project that is safe, environmentally sound, and economically viable.

We understand the concerns with including coal as one of the bulk commodities shipped through this terminal but think they have been overblown. Virtually any discussion of fossil fuel—especially coal—invokes knee-jerk opposition, regardless of the facts. From coal's impacts on local air quality to its effect on global warming, the rhetoric surrounding this project has been riddled with inaccuracies and hyperbole. Further, it has neglected the much larger impacts of the coal that already moves through our city on its way to other destinations.

This project proposes to accept only covered rail cars to move, store, and transload the products. This nearly total encapsulation mitigates any concerns related to dust and debris and provides the necessary safeguards to our local community.

The issues of climate change and global warming are concerns we all share. The goal of achieving greater use of renewable energy remains, and while we support that goal, the transition to renewables will take years to achieve. In the meantime, the global market demands for coal remain. This project will handle only EPA-compliant coal, the cleanest low-sulfur coal available. This will actually improve emissions compared to the far lesser grades of coal in other parts of the world.

This project will bring over \$250,000,000 in greatly needed business investment and deliver over 2,400 new jobs to Oakland. Fifty percent of those jobs are earmarked for Oakland residents, with priority given to West Oakland and surrounding neighborhoods. During construction of the terminal, 50 percent of the construction hours will be allocated to Oakland workers. TLS is committed to ensuring that contracts and construction-related jobs will be awarded to local and minority firms and individuals. Particular focus will be given to the recruitment and training of West Oakland residents and youths for these jobs.

We can see no valid reason to delay or sidetrack progress on delivery of this project. The immediate environmental, health, and safety concerns have all been mitigated. Oakland has very little retail business revenue. Its working waterfront is the City's greatest revenue asset. This important waterfront project will bring jobs and economic vitality to Oakland. Many are referring to this innovative project as an opportunity for Oakland to be a model of how technology, innovation, and community collaboration can all be used to create solutions. We agree.

We urge your SUPPORT and collaboration to make this a project of which we can all be proud. Please don't allow anything to slow or delay its progress.

Respectfully,

Bruce A. Giron
President and General Manager
Giron Construction

From: Bishop Robert Jackson
Date: September 10, 2015 10:22:59 AM PDT
Subject: A Support Letter

Dear Mayor and City Councilmember,

I am writing today to ask for your support for a brand new terminal design that will handle bulk commodities in Oakland. The Terminal Logistics Solutions (TLS), headed by Mr Jerry Bridges, is an innovative, highly advanced concept that is not found in America. I have met with Mr Bridges and his staff and am quite impressed with his new technologically engineered terminal concept.

I understand the issues raised by the opponents of the project. Their main concern is the transporting of coal through Oakland and the protection of the people and environment. I agree with them that coal is not the best fuel source for people or the environment. However, coal is the only fuel source we have at this time to depend on for reliable and affordable energy. It has been projected by experts that it will be forty (40) years before we are able to replace coal with some alternative fuel source. I hope and pray it's not nuclear energy. The question for me is what will America and the other countries of the world do in the mean time? They, we, will continue to depend on coal.

The TLS have diligently sought solutions to how to handle coal safely and responsibly. They will also be monitored by all of the environmental watch-dogs of the country to insure the safety of our people. Oakland is presently allowing trains carrying coal through our city with relatively no known concerns of the monitors to date.

The new terminal will also bring jobs to our city. Jobs that even ex-offenders will be able to work. This will drastically reduce recidivism and decrease crime. There is a projection of the terminal providing upwards of 2,500 direct/indirect jobs to fully support the terminal and its operations. According to Mr Bridges, Oakland residents will have first consideration for them.

I am seeking to be forward thinking about this terminal. I cannot see any reason to stop a project that will bring well needed jobs and economic vitality to Oakland. We have an opportunity to set the standard, be a model, and show the nation that Oakland can be known for more than just crime and violence.

I urge you to Support the Terminal Logistics Solution project.

Respectfully Submitted,
Bishop Bob Jackson
Acts Full Gospel Church
Oakland, California

Sent from my iPad



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2236 Mariner Square Drive, Suite 101
Alameda, California 94501
Telephone: 510-521-8170/ Fax: 510-521-8172
E-mail: sdvservicesinc@gmail.com
Website: www.sdvservicesinc.com

September 15, 2015

The Honorable Libby Schaaf
City of Oakland
250 Frank H. Ogawa Plaza
Oakland, California 94612

Dear Mayor Schaaf:

SDV Services, Inc. urges your SUPPORT of the new bulk commodities terminal being proposed for construction and operation on the former Oakland Army Base. **This project will generate over 2400 new jobs in Oakland.** Project owner Terminal Logistics Solutions (TLS) is based in Oakland and promises to hire local workers to fill these positions.

SDV Services, Inc., a service-disabled veteran owned and small business, have been involved from the beginning, participating in the early discussions and planning on how best to use this valuable asset. There were countless alternatives considered and in the end it was agreed that the resources and revenues generated by having a working waterfront would be the most beneficial use.

The prospect of bringing new jobs and economic vitality to Oakland is vital, and this plan is essential to it.

We strongly SUPPORT Terminal Logistics Solutions in its effort to bring this project to reality for many reasons. First and foremost, TLS is a local Oakland-based company. We are confident that the executives of TLS are trustworthy and committed to Oakland, and its well-being. We have known Jerry Bridges for more than 20 years. He has great integrity, personally and professionally. We are confident that TLS will deliver a project that is safe, environmentally sound, and economically viable. Its commitment to Oakland is strong and the leadership of TLS has a prior track record with Oakland and the local community that lends credibility and an unparalleled level of accountability and good corporate citizenship.

The concerns and issues raised by opponents of this project relate solely to including coal as one of the bulk commodities shipped through this terminal. Their issues are twofold, and relate to the health and safety of the nearby West Oakland community and the terminal workforce, and the geo-political issue related to climate change and global warming. We have concluded from our research and due diligence that at all times, all operations and commodities processed at the terminal will be subject to and in compliance with federal, state, regional and local laws and

regulations. Terminal Logistics Solutions proposes to mitigate any direct impacts on the environment and community health and safety by using technology and innovation. This is smart business, **and Oakland needs it.**

TLS proposes to accept only covered rail cars for commodities received in its terminal and to move, store, and transload the products with enclosed technology. This will be done to mitigate any concerns related to dust and debris. These preventive precautions and mitigations provide the necessary safeguards to our local community.

The issues of climate change and global warming are concerns we all share. The goal of achieving greater use of renewable energy remains. While we support those goals, the transition to such fuels will take years. In the meantime, the global market demands for coal remain. TLS will handle only EPA-compliance coal, the cleanest, low sulfur coal available. This will actually improve emissions compared to the far lesser grades of coal in other parts of the world.

Given these findings, SDV Services, Inc. supports this project. We cannot overlook the fact that this project will bring over \$250,000,000 in greatly needed business investment and deliver the 2400+ new jobs to Oakland. 50% of those jobs are earmarked for Oakland residents with priority given to economically underserved West Oakland and surrounding neighborhoods. During construction of the terminal, 50% of the construction hours will be allocated to Oakland workers. TLS is committed to insuring that contracts and jobs related to construction of the terminal will be awarded to local and minority firms and individuals. Particular focus will be given to the recruitment and training of West Oakland residents and youth for these jobs.

We can see no valid reason to delay or sidetrack progress on delivery of this project. Its plan ensures that immediate environmental, health, and safety concerns are all addressed and mitigated. Oakland has very little retail business revenue. Its working waterfront is the City's greatest revenue asset and will be put to work by this project, bringing jobs and economic vitality to Oakland.

Many are referring to this innovative project as an opportunity for Oakland to be a model on how technology, innovation, and community collaboration can all be used to create solutions. We agree most strongly.

We urge your SUPPORT and collaboration to make this a project about which we can all be proud. Please don't allow anything to slow or delay its progress.

BRING THESE NEW JOBS HOME TO OAKLAND!!!

Respectfully,

Victor L. Rollandi
President



September 10, 2015

Hon. Council President Gibson McElhaney
Oakland City Council
One Frank H. Ogawa Plaza, 3rd Floor
Oakland, CA 94612

RE: Support for Oakland Jobs and Terminal Logistics Solutions

Dear Council President Gibson McElhaney,

I am writing to you as a fourth-generation Oakland resident and strong supporter of the Oakland Global project, the public-private partnership that has, and will continue to, bring good jobs, revenue and vitality to West Oakland.

I understand that the Sierra Club and other outside special interests are questioning this important *before* final designs have been decided.

I know, having worked on the project, that it prioritizes reducing impacts on environment and complies with hundreds of federal, state, regional and local standards and requirements. And, I know that without the Oakland Global project, the former Army Base land would still be sitting fallow and contaminated.

I'm asking you and the other members of the City Council to remember that you represent us; you represent the hard-working members of the Oakland community. The worst possible thing that could happen to this community would be for the project to be jeopardized by outsiders, whose agenda is focused on a global issue over which Oakland has no control.

Please do the right thing and allow this project to move forward.

Sincerely,



Robert W. Selna
Oakland Resident

CC: Hon. Mayor Schaaf
Hon. Councilmember Kalb
Hon. Councilmember Guillen
Hon. Councilmember Campbell Washington
Hon. Councilmember Gallo
Hon. Councilmember Brooks
Hon. Councilmember Reid
Hon. Councilmember Kaplan
City Administrator Landreth

TEAMSTERS JOINT COUNCIL No. 7



Affiliated with the International Brotherhood of Teamsters

August 5, 2015

Mayor Libby Schaaf
#1 Frank H. Ogawa Plaza, 3rd Floor
Oakland CA 94612

Members of the Oakland City Council
#1 Frank H. Ogawa Plaza, 2nd Floor
Oakland CA 94612

Dear Mayor and Councilmembers,

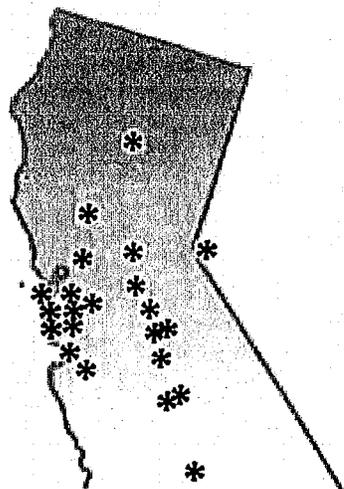
On behalf of over 100,000 Teamsters in Northern California, the Central Valley, and Northern Nevada – including 5,000 in Oakland – I am writing concerning the issue of coal shipments and the redeveloping Oakland Army Base. My apologies in advance for what is a lengthy letter, but I hope it impresses upon you how complicated this issue appears to be and why we need thoughtful leadership from our elected officials.

First and foremost, the Teamsters refuse to be put in a box that because we support the project we are against the environment and the community. We will never accuse any organization or individual who opposes coal shipments of being against good jobs for Oakland. The situation is more nuanced than that, and anyone who wants to paint this as a black-and-white issue is doing a disservice to Oakland.

We think this issue deserves a thoughtful approach free of rhetoric, politics, and personality attacks. And we call on you as Oakland's elected leaders to lead with principle.

The Teamsters worked very closely for many years with opponents of this project, including the Sierra Club, the West Oakland Environmental Indicators Project, and West Oakland Neighbors, to reduce the harmful impact of diesel particulate matter from port trucks on fence line communities including West Oakland and the 880 corridor. After years of work, many of those same organizations joined us in signing a historic Community Jobs Agreement with the City and the Developers cementing our commitment to this project. The City engaged hosts of organizations and individuals in a multi-year process of planning and advocating for this process, and now some of you would put the brakes on it without re-engaging all of the stakeholders. That's bad government.

One principle we learned from the environmental justice advocates is that workers on the front line of environmental impacts must be included in the process. Yet none of those same advocates reached out to our union before coming out in



Organized November 18, 1907
United with JC# 38 January 1, 2010

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250 Executive Park Boulevard, Suite 3100, San Francisco, CA 94134-3306 • 415.467.7768 • Facsimile 415.467.1022
E-Mail: teamjc7@teamjc7.org



opposition. All this despite the fact that Teamsters include locomotive engineers and maintenance of way workers who deal with coal (and all trains) in North America; ready-mix and material supply truck drivers building this project; and future warehouse workers and rail yard workers once it's complete.

Over 74,000 Teamster members in the rail industry have been vocal about the need for mitigating any health hazards associated with what is shipped in uncovered rail cars, including contaminated dirt, silica and other items – many of which are currently permissible through the project as it is entitled. Teamsters drive trains carrying materials such as coal daily, including periodic shipments through Oakland and Richmond. Open-top coal trains are carefully loaded and sprayed with “topper agents” after they are loaded. These adhesive sprays aim to minimize dust and commodity loss as the trains make their way to their destination. That being said, our members believe that covered cars, such as those that are expressly planned by Terminal Logistics Solutions (“TLS”), will provide the strongest protection available for themselves and track-adjacent communities from the dust that could emanate from any products, including coal.

In fact, there seems to be universal consensus that covered cars provide superior protection to topper agents to minimize the dust from all products. Environmental organizations including Sierra Club chapters throughout the country are fighting for covered cars and enclosed facilities. Yet the question has been who will pay for it? The utilities? The railroads? In some cases, the Federal Surface Transportation Board is handing down the verdict and making the industry pay, often in response to Sierra Club challenges. In this case, Terminal Logistics Solutions wants to pay.

Which brings us to the larger issue of coal as a commodity and industry, and the problem of climate change. That seems to be the real heart of the issue here. Our organization has not taken a position on coal. We acknowledge that a significant percentage of California's electricity is still derived from coal-powered generating stations located out of state, and we appreciate the Governor's recent strong statements on the need to deal with climate change. And while we admire Oakland's continued leadership on problems of global importance, we can't forget the need to solve Oakland's problems first.

We have over 700 members living in Council District Three, and the number one problem they say is jobs. We believe that jobs are just as much a public health issue as air-borne pollutants and climate change. But improvement on both fronts is possible, as this project demonstrates. This project promised to bring thousands of much-needed jobs back to Oakland – particularly West Oakland. We set up a jobs center in West Oakland to put people to work. What do we tell them now? Sorry, we are closed for business?

At the same time, if there are serious health risk to workers at the project and adjacent communities, we deserve to know. That's why we fought for rigorous air monitoring immediately during construction and continuing forever during the operations of the project. What good are the jobs if they kill you? The fact of the matter is, jobs at the Port are dangerous and West Oakland and the 880 corridor historically have suffered the brunt of Port-related pollution. This is already well documented and the high-grade compliance coal that TLS is considering transloading will not change that fact. So do we want to sacrifice all of those jobs and the project? We hope your answer is no; we know ours is. Rather, we should look at how we can collectively push port-related businesses and regulators to impose strong standards that minimize pollution and protect worker and community health, regardless of what commodity may be shipped through the project.

For example, the South Coast Air Quality Management District (SCAQMD) passed Rule 1158 to "reduce the emission of airborne particulate matter from the storage, handling, and transport of coke, coal and sulfur."¹ This was in response to complaints from port-adjacent communities and environmental advocates concerning black, greasy airborne dust. The Rule was further amended in 1999 and 2008. In a nutshell, Rule 1158 requires rail cars and trucks to be covered and terminals to enclose their conveyor belts and stockpiles. The District conducted a follow-up study with sampling in 2005-2007 and concluded "pollution contributions from coal/coke have been reduced."² It is our understanding that the Bay Area Air Quality Management District is considering similar regulations. Oakland should support this rulemaking.

Likewise, with the multitude of conditions that the developers must comply with, shouldn't we applaud them for commitments for state-of-the-art technology? The Army Base project affords us an opportunity to set new environmental standards for operations throughout the Port area.

These are only some of the issues involving the proposed Terminal Logistics Solutions facility at the OAB. We hope that you agree that this deserves a thoughtful approach. In our opinion those who would threaten to kill the Army Base development or block funding for it are reckless, irresponsible, and disrespectful of the past several years of work. Too much is at stake. Let's

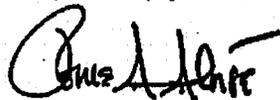
¹ <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1158.pdf?sfvrsn=4>

² <http://www.aqmd.gov/docs/default-source/air-quality/air-quality-monitoring-studies/rule-1158-follow-up-studies/rule-1158-follow-up-study-12-and-13-combo.pdf?sfvrsn=7>

remember that there was a long, open, transparent process and ample negotiation with multiple community stakeholders and the developers that led to an unprecedented community jobs agreement. Let's consider how bad Oakland looks when it fails to honor its agreements or seeks a do over. This project will improve Oakland in many ways. If you truly do your due diligence and look at the issues, we believe this project more than balances out the needs of Oakland for good jobs and healthy communities. That is why we elected you, with the covenant that you would not blindly take up one perspective of any one constituency and do harm to others without a dialogue first.

The City of Oakland selected CCIG and ProLogis to build a trade and logistics center at the former Oakland Army Base, that includes a bulk multi commodity terminal as a "working waterfront," with the belief that it was the best use of a prized public asset and holds the greatest promise to deliver revenue to the City and good paying union jobs to the community. The process and the debate have long passed; a do over is not legally defensible. Let's put Oakland to work.

Respectfully yours,



Rome A. Aloise
President

Cc: Senator Barbara Boxer
Senator Dianne Feinstein
Congresswoman Barbara Lee
Governor Jerry Brown
Senator Loni Hancock
Assemblymember Rob Bonta
Assemblymember Tony Thurmond
Supervisor Keith Carson
Supervisor Wilma Chan
Supervisor Nate Miley
Art Dao, Alameda County Transportation Commission
Alameda Central Labor Council, AFL-CIO
Alameda County Building and Construction Trades Council
Marty Frates
Chris Lytle, Port of Oakland
Revive Oakland Coalition

September 9, 2015

City Council Members
City of Oakland

Dear Council Members,

I am Washington Burns M.D., Executive Director of the Prescott-Joseph Center, Director of the Breathmobile Program (Mobile Asthma Clinic), Chairperson of the Alameda County Asthma Coalition, and Regional Asthma Management Prevention Advisory Committee (RAMP).

I grew up in West Oakland during my teen years and returned in 1995 to be on the founding board of Prescott-Joseph Center and have served for 19 years as a volunteer Executive Director. Our mission is to improve the lives of the under-served residents of West Oakland. I relate to the people of West Oakland.

I also was on the Maritime Air Quality Improvement Committee of the Port several years ago and I am a clean air advocate. I brought the Breathmobile initially to West Oakland and later to other areas in the Bay Area where there are asthma disparities in low income people. It has been very successful reduce Emergency Room visits, hospitalizations and school absenteeism.

Unfortunately, in no way are we going to prevent the world-wide use of fossil fuels, petroleum, natural gas and coal.

We did not stop diesel burning trucks from coming into Oakland and the Port of Oakland. But we found ways to mitigate air pollution from this source. Secondly, I will point out that there are medical articles and studies from both Europe and the US that state there was no recognizable respiratory diseases in a child growing up in an area where there was opencast mining of coal. Here we're not even talking about mining coal, burning it, or processing it in any way.

Thirdly and most importantly, if TLC does what it plans to do, shipping high grade coal in covered cars, transferring it so that it never sees the light of day to closed storage terminals and transferring it to ships where it never sees the light of day, there is absolutely, in my opinion, no danger to Oakland residents and West Oakland residents in particular. It is our job to hold TLC to those conditions.

From a public health point of view, we should be advocating for safe handling and storage of coal. We should continue to look for ways of mitigating the improved burning of coal. Oakland could be a model in this regard.

Finally, this project will be beneficial to Oakland economically and West Oakland residents will economically benefit from with over 600 of the jobs generated by the project , and support of educational and health related programs.

Sincerely,

Washington Burns M.D.