



May 31, 2022

San Francisco Bay Conservation and Development Commission
375 Beale Street
San Francisco, CA 94105
Submitted via Email

RE: BPA 2-19 to Remove Port Priority Use Designation from Howard Terminal

Dear Chair Wasserman and Commissioners:

On behalf of the Bay Area Council, representing over 300 major employers across the Bay Area, I urge you to remove the port priority use designation for Howard Terminal in the Port of Oakland to allow for a transformative project to move forward that will bring widespread benefits to Oakland and the region.

The proposed Howard Terminal development is about so much more than a new ballpark, it is about an opportunity to invest in an area that will bring new economic activity, desperately needed housing, environmental resilience, and public infrastructure improvements that will reconnect Oakland residents with the waterfront. Recent data from the Bay Area Council Economic Institute found that this project will provide over \$7 billion in economic benefit to the City of Oakland in the first decade, and will support over 6,000 jobs both in construction and ongoing employment at the site. The privately financed proposed development will bring 3,000 units of new housing – many of which are affordable units – to an area that the Association of Bay Area Governments (ABAG) designated as a priority housing development area, and a brand-new 18-acre public shoreline park that will provide residents with an opportunity to enjoy the waterfront in an area that is currently cut off from the public. The environmental benefits of the project are also impressive: it will remove fill from the bay to expand the turning basin, clean up toxic soil in the area, adapt the site for sea level rise, and provide widespread air quality benefits from transportation improvements in and around the West Oakland community.

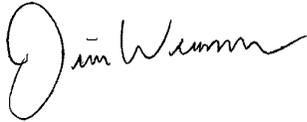
This proposed project also makes Oakland very competitive for new federal infrastructure grants that would bring critical multimodal access improvements to connect Downtown Oakland with the waterfront as well as goods movement projects that will improve safety and efficiency of operations into and out of the Port of Oakland. The City of Oakland's Oakland Waterfront Mobility Hub suite of projects closely aligns with the Biden Administration's climate, equity, and mobility goals, while also improving supply chain operations by reducing longstanding conflicts between freight and people movement in a priority equity community. This federal infrastructure funding will not come to the region without this project.

And most importantly, all of this proposed development will not infringe on the Port of Oakland's ability to grow its cargo operations in the future. According to its extensive analysis, the Port of Oakland determined that it has significant extra capacity to handle growth in cargo volume on other parts of its property that are more accessible to warehousing and rail, and the Howard Terminal site is simply "not suitable as a modern cargo terminal." Maintaining its use as a cargo terminal means that this "valuable

waterfront property will likely languish for decades in minimally productive use with no public access to the shoreline and infrastructure, subsurface contamination remediation and sea-level rise (SLR) protections unfunded due to limited revenue potential from maritime operations.” The Port of Oakland has a responsibility to maximize the use of its properties to meet the Port’s public and tideland trust obligations, which, in addition to international commerce, include the creation of economic vibrancy, increasing public access to the waterfront, and environmental stewardship. This proposed development is a home run in all three.

We urge you to remove the port use designation to allow this important project to move forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Wunderman". The signature is fluid and cursive, with a large initial "J" and "W".

Jim Wunderman
President & CEO