



## **Bayview Community Truckers Association**

1485 Bayshore Boulevard - #139  
San Francisco, CA 94124

July 24, 2015

Ms. Tiffany Bohee  
OCII Executive Director  
c/o Brett Bollinger  
San Francisco Planning Department  
1650 Market Street – Suite 400  
San Francisco, CA 94103

Sent via e-mail: [warriors@sfgov.org](mailto:warriors@sfgov.org)

### ***Re: Comments On Golden State Warriors Arena Draft SEIR***

Dear Ms. Bohee:

The undersigned small business owner/operators of trucks locally based in Bayview-Hunters Point want to thank you and OCII for giving us the opportunity to comment on the Draft SEIR for the proposed Golden State Warriors Arena at Mission Bay. Our group of highly qualified hazardous-certified truckers are made up of local minority truck owners who reside in and/or hire our drivers and other employees from the local community. We park our vehicles at the Port of San Francisco railyard off Third Street, which also hires exclusively from the local community. Our member truckers transport contaminated and hazardous waste to the railyard from remediation projects all over San Francisco and the Bay Area. The local truck-to-rail system offers the following benefits to projects like the Warriors Arena project:

- Railyard is just a few blocks from arena site compared to 250 miles one-way for long-haul truck trip to Southern California landfills;
- Excavation phase impacts can be reduced months by using truck-to-rail option;
- Reduced fuel consumption by hundreds of thousands of gallons and reduced toxic air emissions (CO2) by millions of pounds per project;
- Reduced liability of hazardous waste at high speeds down public highways;
- Economic development dollars stay in our neighborhood.

With that in mind, here are our comments on the Draft SEIR:

1. We found no mention in the EIR documents about the geology or toxic contamination at the proposed site. Our group of truckers hauled more than 100,000 tons of toxic soils from the Shorenstein office buildings site (formerly Union Oil tank farm owned by Chevron-Texaco) immediately adjacent to the south side of the proposed arena site. Our understanding is that the arena site has similar contamination, which should be discussed in the EIR.
2. The project plans show the arena building being sunken down into the site, which means the soils currently there will need to be excavated and removed. Since the arena site is at least as big as the adjacent Shorenstein site, and since the fill material is likely similar, in excess of 100,000 tons of soils will likely need to be removed. The traffic, air and other impacts from this soil removal activity during the construction period should be discussed in the EIR. We believe using the same very successful approach as used on the Shorenstein project, mass excavation and 1-mile haul down Illinois Street to the railyard – would result in the least environmental impacts of all options.
3. We would like to see the direct excavation of all Class 1 toxic soils and use of our local truck-to-rail as the preferred remediation option because:
  - (a) any *on-site treatment* of toxic soils means double or triple-handling of the waste and airborne toxics spread into nearby neighborhoods and the Bay;
  - (b) *long-haul trucking* has the ability to remove from the site only 500 tons daily maximum, and due to a shortage of hazardous trucks in the State, possibly far less. This means the excavation phase of the site preparation could take months more than the local rail option; would generate many times the amount of CO<sub>2</sub> and other toxic air emissions as the rail option; and would have far greater risk of impacts on the driving public due to millions of high speed truck miles with toxic waste from the project.
  - (c) *local truck-to-rail* option can remove 3,000 tons daily and reduce the period of construction (and impacts from construction) by months; offers a 1-mile one-way truck haul versus a 250-mile one-way truck haul to Southern California; offers significantly reduced fuel use and toxic emissions; offers the ability to use 100% local-based minority and women-owned truckers.



Other projects that our team of local truckers have successfully hauled hazardous and contaminated soils to the railyard at the Port, in addition to the adjacent Shorenstein project, include: UCSF Medial Center at Mission Bay; Kaiser Medical Center @ Mission Bay; Transbay Terminal; Pac Bell Park; The Gap Headquarters; SFMTA Third Street Light Rail; Hunters Point Naval Shipyard; Equity Potrero -16<sup>th</sup> Street; Embarcadero Waterfront Improvement; Avalon Bay Communities; SFMTA Central Subway; and hundreds more that have chosen the local truck-to-rail option as the best option.

We would like that our community truckers be able to take part in this exciting and historic project using our successful truck-to-rail approach. And again, we appreciate the opportunity to comment on the EIR.

Sincerely,

**LEE G & COMPANY**

  
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Lee Gray, President

**L.C.E TRANSPORT**

  
\_\_\_\_\_  
Regena Jones, President

**MCD TRUCKING**

  
\_\_\_\_\_  
Olivia Dews-Smith, Principal

**BIG "M" TRUCKING**

  
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Maurice Wysinger, President

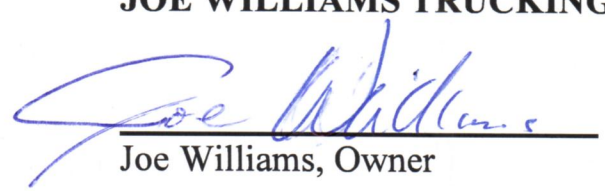
**NORTHERN TRUCKING**

  
\_\_\_\_\_  
Asteria Hunter, President

**HARMON TRUCKING**

  
\_\_\_\_\_  
William Harmon, Owner

**JOE WILLIAMS TRUCKING**

  
\_\_\_\_\_  
Joe Williams, Owner

**DONESSDE TRUCKING**

  
\_\_\_\_\_  
Don Durkee, Owner