

Port of Oakland Harbor Navigation Improvement (-50 Ft.) Project Status Update, September 17, 2002

Project Summary.

Description: Deep Draft Navigation. Project components include slight widening and deepening of the harbor entrance, outer and inner harbor channels, and two turning basins to -50 feet Mean Lower Low Water (MLLW) as well as utility relocations. Existing project depths are -42 feet MLLW. Local service facilities include berth deepening and wharf strengthening.

Purpose / Need: The -50 ft. project is required to accommodate the latest generation of container vessels. The design vessel for the project is a container ship designed to carry in excess of 6500 twenty-foot equivalent units (TEU's) of containers. It has a design draft (depth in the water) of 48 ft., is 1,139 ft. long, and 140 ft. wide.

Project Benefits: 8,000 additional jobs; \$1.9 billion increased annual business revenue; and \$55.5 million increased annual local taxes (as a component of the Port's Vision 2000 Program). 100% beneficial reuse of dredged materials for wetlands restoration, habitat enhancement, and upland use within San Francisco Bay. The project will also support the efficient transition of four closing military installations to civilian use; particularly the Federally authorized project to restore wetlands at the closed Hamilton Army Airfield.

Support: The Port of Oakland's project enjoys broad-based bipartisan support within the California Congressional delegation, and as a result of the significant public involvement during the planning of this project, it has the widespread support of business, environmental, and labor interests. The project is also supported by the three relevant local regulatory agencies (State Lands Commission, Regional Water Quality Control Board, and Bay Conservation and Development Commission); and the Federal agencies who also participated in the planning process (U.S. Army Corps of Engineers, United States Coast Guard, Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service).

Related Projects: To respond to the continued increase of international trade, the Port of Oakland is currently nearing completion of a \$600 million expansion at the seaport, at its own expense. This expansion consists primarily of building two new marine terminals, a jointly used intermodal rail terminal, realigned roadways, and a 30-acre public waterfront park.

Funding / Schedule: The project was authorized in the Federal Water Resources Development Act of 1999. It received \$4 million in Congressional appropriations to start construction in fiscal year (FY) 2001. The FY 2002 Energy and Water Development Appropriations bill included \$10 million for the -50 foot deepening project (continuing construction); \$10.127 million for Federal Channel operations and maintenance (O&M), and \$4.5 million for the Hamilton Wetlands Restoration Project (construction). The total

project authorization is \$252,290,000, with a Federal share of \$128,081,000 and a non-Federal share of \$124,209,000. The Port has already provided financing for its local share. Most other states provide some level of funding to their ports for authorized projects like this one. In order for the Port of Oakland and other California ports to leverage federal dollars, the State and Congressional delegation must actively support navigation projects. The project will require additional Congressional appropriations in fiscal years 2003 through 2005. The Project's schedule will be delayed unless Congress increases the proposed budget for project years 2003-5.

Contract Procurement / Construction Status: The Corps of Engineers (COE) is responsible for the procurement and administration of all contracts associated with general navigation features (GNF) and beneficial reuse of dredged material relating to the -50 Foot Project. The first contract of the Project was completed in February 2002, within schedule and budget. This initiated the effort necessary to expand the Inner Harbor Turning Basin (IHTB) from 1200 ft. to 1500 ft. along the NW/SE axis. The work consisted of the demolition of two bays of the former Navy Fleet Industrial Supply Center (FISC) Annex; demolition of Pier 4, extending into the project area; and demolition of a concrete building at the head of Pier 4. The CoE awarded the second contract of the -50 ft. Deepening Project in March 2002. The work consists of the demolition of the corner of the FISC wharf; installation of a new bulkhead; and dredging to expand and deepen the Inner Harbor Turning Basin. The contract was awarded to Dutra Dredging Co. Work commenced on April 15. To date, the contractor has completed the removal of over 20 thousand square feet of decking, and over 1,200 piles from the Estuary and fill underlying the former FISC Annex. The contractor also removed over 150 tons of debris from the project area. Nearly 200,000 cubic yards (cys) of material has been dredged to date. 40,000 cys of slightly contaminated (not toxic or hazardous) material has been placed at the Port's rehandling facility and de-watered to be re-used for upland construction projects, approved by relevant regulatory agencies. 160,000 cys of clean material was transported to the Port's Middle Harbor Enhancement Area (MHEA) for beneficial re-use as substrate for shallow water habitat, including eelgrass beds. The MHEA will contribute to the recovery plans of several endangered species. The work associated with the second contract continues on schedule and within budget.

Summary: The Port of Oakland's dredging project is essential if it is to remain internationally competitive. The dredging project will maintain Oakland's position as an international cargo gateway. There are only two primary cargo gateways in California Los Angeles/Long Beach and San Francisco/Oakland and only three on the West Coast. Without improvements to Oakland's infrastructure, cargo could flow to Mexican and Canadian ports, resulting in lost jobs and taxes from California and the U.S. Furthermore, this would have a severe impact on those businesses that depend on the Port for its import and export needs, and would result in inefficient use of energy resources for trucking as well as increased traffic hazards as the cargo is diverted to other, less efficient, modes of transportation.

