

Port of Oakland Harbor Navigation Improvement (-50 Foot) Project Summary and Status Update, April 29, 2004

Description: The -50 Foot Project supports deep draft navigation improvements at the Port of Oakland. Project components include 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 local business and utility relocations. Existing project depths are -42 feet MLLW. Related local service facilities, paid entirely by the Port, include berth deepening and wharf strengthening.

Purpose / Need: The -50 Foot Project is required to accommodate the latest generation of container vessels. The design vessel for the project is a container ship that transports over 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: The -50 Foot Project will result in 8,000 additional jobs; \$1.9 billion increased annual business revenue; and \$55.5 million increased annual local taxes (when combined with the Port's Vision 2000 Program). The project includes nearly 100% beneficial reuse of dredged materials for wetlands restoration, habitat enhancement, and upland use within San Francisco Bay. The -50 Foot 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. The national economic benefits of this Project are reflected in its extraordinary 7:1 benefit to cost ratio.

Support: The Port of Oakland's -50 Foot Project enjoys broad-based bipartisan support within the California Congressional delegation. Business, environmental, and labor interests also endorse it. The project is 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 that 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, an intermodal rail terminal, realigned roadways, and a 30-acre public waterfront park.

Funding / Schedule: The -50 Foot Project was authorized in the Federal Water Resources Development Act of 1999. The total project authorization is \$252,290,000, with a Federal share of \$128,081,000 and a non-Federal (Port of Oakland) share of \$124,209,000. Construction started in September 2001. Congressional appropriations for the Project totaled \$44 million in FY 2001-04. Lower than anticipated levels of funding allowed the project to progress, but at a slower schedule.

The President's proposed budget for FY 2005 includes \$20 million for the -50 Foot Project. Without sufficient Federal funding, the project will incur significant additional costs related to construction, lands, easements, rights-of-way, and relocations. Moreover, demonstrated national economic efficiencies associated with the operation of the latest generation of container vessels will be lost. The Port has already provided financing for its local share in Fiscal Years 2001-04. The project will require additional Congressional appropriations in fiscal years 2005 through completion. The Project's schedule will continue to be delayed unless the Federal Administration proposes and Congress provides adequate funding for Fiscal Year 2005.

Contract Procurement / History: 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. Contracts completed in FY 01-02 expanded the Inner Harbor Turning Basin (IHTB) from 1200 ft. to 1500 ft. along the NW/SE axis (demolition, excavation, dredging, and bulkhead construction). Two additional contracts for the Project were awarded in FY 2003 and completed in FY 2004: DDM Crane, a small disadvantaged, women-owned business completed the demolition of a structure extending into the Inner Harbor Turning Basin. The Dutra Group completed the first phase of deepening; dredging and transporting material from the harbor entrance to the Montezuma Wetlands Project. The work associated with these contracts was also completed within budget and schedule. Three of the six contracts awarded to date went to small, disadvantaged, minority and/or women-owned businesses

Current Construction Status: The CoE awarded two initial contracts for FY 2004. The construction of nine storm water treatment units for the Middle Harbor Enhancement Area was awarded to AFA, a small disadvantaged, minority-owned business, on 1/28/04. The work is 10% complete. The contract for the construction of the Middle Harbor Enhancement Area's containment dike was awarded to the Dutra Group on 2/20/04. The contractor is currently mobilizing to begin construction. Additional contracts planned for FY 04 award include Deepening of the Entrance, Outer and Inner Harbor channels to interim depths of -46 feet; and the Final phase of the Inner Harbor Turning Basin Expansion.

Future Contract Procurement: Twelve additional contracts are planned for the Project, ranging from dredging to project management, mitigation, monitoring, and adaptive management.

Summary: The Port of Oakland's dredging project is essential if it is to remain internationally competitive. The dredging project will maintain and improve 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 revenue from California and the U.S. Furthermore, this would have a severe impact on those businesses located across the nation that depend on the Port for 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.