

## **Port of Oakland Harbor Navigation Improvement (-50 Foot) Project Summary and Status Update, November 17, 2005**

**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 -46 feet MLLW (after dredging to interim depths). 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 11:1 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 38+ 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 was \$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 \$71.5 million in FY 2001-05. Lower than anticipated levels of funding allowed the project to progress, but at a slower schedule. The current cost estimate for the Project is \$346.25 million. The Project is currently scheduled to be substantially complete June 2008. Congress passed the FY 2006 Energy and Water Appropriations Bill in November 2005. The bill includes \$48 million for the - 50 Foot Project (Oakland Harbor) Construction; \$5,585,000 for Federal project Operations and Maintenance; and \$13 million for the Hamilton Wetlands Restoration Project. The Federal Administration listed the -50 Foot Project as Priority Funding for High-Ranking National Projects. Based upon the performance rankings within each mission area, the Budget focuses funding on the highest-performing projects.

### **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. Three of the seven contracts awarded to date went to small, disadvantaged, minority and/or women-owned businesses. The Port of Oakland, as the non-Federal cost sharing sponsor for the project, is responsible for lands, easements, rights-of-way, and relocations, as well as berth deepening, wharf strengthening, and the aforementioned related projects.

Contracts completed in FY 01-02 expanded the diameter of the Inner Harbor Turning Basin (IHTB) from 1200 ft. to 1500 ft. along the NW/SE axis (demolition, excavation, dredging, and bulkhead construction). Three additional

contracts for the Project were awarded in FY 2003 and completed in FY 2004: DDM Crane, a small disadvantaged, woman-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. AFA, a small, disadvantaged, minority, service related disabled veteran - owned business, completed the construction of nine storm water treatment units for the Middle Harbor Enhancement Area in June 2004.

### **Current Construction Status:**

The contract for the construction of the Middle Harbor Enhancement Area's (MHEA's) containment dike was awarded to the Dutra Group on 2/20/04. The contractor is nearly complete with the project, including the containment dike, instrumented structures to evaluate sediment settlement, and aids to navigation. The work is 99% complete.

The CoE awarded the contract for Phase 3B/C to Great Lakes Dredge and Dock on 9/1/04. The purpose and intent of Phase 3B/C is to obtain interim depths of -46 feet Mean Lower, Low Water (MLLW) within the Entrance, Outer and Inner Harbors, and turning basins. Dredging started on 12/11/04. Phase 3B/C was completed 11/12/05, pending post dredge confirmatory surveys. Approximately 4 million cys of material (in situ) was dredged from the Federal channel and delivered to the Montezuma Wetlands Project and Middle Harbor Enhancement Area.

The CoE awarded the contract to complete the expansion of the Inner Harbor Turning Basin (IHTB) to Dutra Dredging Company on 9/24/04. The contract's scope of work includes dredging; construction of a new bulkhead along the south side and southwest corners of the new Inner Harbor Turning Basin; and demolition of specified sections of wharves that intrude into the new IHTB. Dutra has completed repairs to the Berth 10 Rehandling Facility, initiated the dredging of unconsolidated sediments within the IHTB, and installed the piles for the new bulkhead. Unfortunately, work was interrupted in November to address issues related to tension piles. The work is 35% complete. The IHTB contract is scheduled to be complete by 7/06.

Entrance and Inner Harbor Channel Deepening to -50 Feet (Phase 3D). The CoE awarded the contract for Phase 3D to the Dutra/Manson Joint Venture on 10/21/05. The scope of work for Phase 3D includes dredging approximately 1 million cys of material from the Entrance Channel. The contractor is in the process of mobilization. Actual dredging is scheduled to start in January 2006.

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

**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. California's Ports handle over 40% of the Nation's waterborne international trade. 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. 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.