

Harbor Safety Committee

of the San Francisco Bay Region

Mandated by the California Oil Spill Prevention and Response Act of 1990

Harbor Safety Committee of the San Francisco Bay Region

Thursday, August 8, 2019

Port of Oakland, Exhibit Room

530 Water Street, Oakland, CA

Capt. Lynn Korwatch (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:02.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Jim Anderson** (M), CA Dungeness Crab Task Force; **John Berge** (M), Pacific Merchant Shipping Association; **Ted Blanckenburg** (A), AMNAV Maritime Services; **Capt. Marie Byrd** (M), United States Coast Guard; **Capt. Bob Carr** (M), San Francisco Bar Pilots; **Brandon Chapman** (A), Port of San Francisco; **Sejal Choksi-Chugh** (M), San Francisco Baykeeper; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Troy Hosmer** (M), Port of Oakland; **Ben Huber** (M), Westar Marine Service; **Capt. Thomas Kirsch** (M), Blue and Gold Fleet; **LTC John Cunningham** (M), US Army Corps of Engineers; **Jim McGrath** (M), Bay Conservation and Development Commission; **Jeff Robbins** (M), General Steamship Corporation; **Julian Rose** (M), Marathon Petroleum; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the June 13, 2019 meeting was made and seconded. The minutes were approved without dissent.

Comments by Chair- Capt. Lynn Korwatch

Welcomed the committee members and audience. Thanked the Oakland A's for agreeing to present their Howard Terminal ballpark proposal to the committee.

Coast Guard Report- Capt. Marie Byrd

- Advised that there have been reports of an imposter posing as a member of the USCG with authority to permit marine events. Report any suspicious emails to the Command Center.
- Advised of a recent Rule 9 violation regarding a sailing vessel which crossed the bow of a ship heading into the Port of Oakland. The incident was caught on camera by VTS.
- Advised that the Coast Guard is cracking down on illegal passenger vessel operations. Recent boardings were conducted in Lake Tahoe resulting in several citations and two COTP orders.

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- Advised of issues with LED lights affecting small passenger vessels. Some LED lights can impact VHF radio reception and AIS signal. Details can be found in the USCG Small Passenger Vessel Newsletter.
- Advised that USCG MSIBs and Safety Alerts are distributed through the Marine Exchange. A recent FCC advisory was issued regarding non-compliant AIS devices which can disrupt the official AIS system.
- LCDR Deakin read from the June and July- 2019 Prevention/Response Reports (attached).
- Jim Anderson advised that on July 11th, the USCG in partnership with the Large Whale Response Team were able to untangle a whale stuck in a buoy off Point Reyes.

Army Corps of Engineers Report- LTC John Cunningham

- Introduced himself as the new USACE San Francisco District Commander.
- Read from the US Army Corps of Engineers, San Francisco District Report (attached). Main Ship Channel dredging has been completed by the dredge Essayons after a maintenance delay. Richmond Inner Harbor dredging is ongoing. The contract protest regarding Oakland Harbor dredging has been resolved and dredging will begin in August. Redwood City dredging is underway. The dredge Essayons is finishing up Pinole Shoal dredging. Debris removal numbers were near average. Public review of the San Francisco to Stockton study is ongoing and a public meeting was held on July 11th.
- Jim Mazza, USACE, advised that more abandoned vessels than average have been removed from the bay recently. Bay Area dredging projects are all scheduled to be completed although there have been some delays.
- Jim McGrath advised of hazards associated with partially sunk abandoned vessels floating in the bay. Reports of abandoned vessels or other hazardous debris should be made to the USCG VTS or USACE directly at: (415) 289-3000.
- Jim Anderson thanked the Army Corps for facilitating a Whale Working Group set to take place on September 6th.

Clearinghouse Report- Marcus Freeling (June and July reports attached)

OSPR Report- Mike Zamora

- Advised of HSC membership appointments and re-appointments. Introduced new member Robert Estrada, Inlandboatmen's Union, representing labor organizations. New member Mariah Swenson, AMPORTS, will be representing Port of Benicia. Jeff Robbins and Randy Scott have

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been re-appointed. There are vacant alternate membership positions representing dry cargo and labor.

- Announced that the biennial Harbor Safety Summit will be taking place on September 18-19, 2019 in Long Beach aboard the Queen Mary (draft agenda attached).
- Tom Cullen, OSPR Administrator, advised of a recent significant oil spill in Southern California.

NOAA Report- Jeff Ferguson

- Advised that the NOAA Ship Fairweather will be surveying offshore in September.
- Advised that the NWS reports that El Nino is officially over. Average or below average temperatures have been observed so far this summer and fire season is delayed.

State Lands Commission Report- (report attached)

- The State Lands Public Service Meeting will be held on September 24, 2019 in Martinez.

Report on the Oakland A's Howard Terminal Ballpark Proposal-

- Dave Kaval and Taj Tashombe, Oakland A's, gave a presentation to the committee on the proposed Oakland A's Howard Terminal ballpark project (slides attached). The plan for the Howard Terminal site includes a new ballpark and mixed use residential and retail development. Preservation of maritime is a priority. Future enlargement of the Oakland Turning Basin will be accommodated with a maritime reservation area and buffer zone. The proposed ballpark incorporates sustainable building practices and a rooftop park. Existing cranes will be kept in place as public art. The regulatory process for the project is ongoing and will require BCDC and State Lands approval. Passage of SB 293 would allow tax-increment financing in support of infrastructure at the site. City of Oakland approval is also needed with voting scheduled to take place in early 2020. Pending approval, groundbreaking will be in 2021. Community input and engagement is welcome. A transportation plan is being developed to ensure safe and efficient movement of people in and out of the site and facilitate pedestrian, bicycle and public transit use. Parking will also be provided. Concerns regarding stadium lights disrupting shipping will be mitigated.
- John Berge asked how the plan will reduce interactions between recreational vessels and commercial deep draft vessels. Dave Kaval answered that the stadium has been designed to face away from the shipping channel towards a cove keeping recreational boaters out of the

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shipping lane. HSC and USCG input is welcome. Capt. Byrd advised that the Navigation Work Group can look into the establishment of a restricted area for recreational boaters.

- Robert Estrada advised of safety and labor concerns regarding the project at Howard Terminal. Many consider the project an existential threat to jobs at the Port of Oakland. Stadium lights and increased recreational vessels are also issues that need to be addressed. Dave Kaval advised that unlike the San Francisco ballpark, baseballs are not expected to be hit into the water frequently and less recreational boaters are expected during games. The stadium's eastern orientation and roof design will block light from impacting vessels in the channel. Jim McGrath advised of ship simulation studies which should be used to inform turning basin expansion plans. Restriction of recreational boating is a concern as is the potential for conflict with commercial shipping. Capt. Kirsch advised that increased recreational traffic around the Oakland Ferry Terminal is a safety concern. Sejal Choksi-Chugh advised of potential pollution from runoff and sea level rise. Historical contamination at the site will have to be remediated. Dave Kaval advised that environmental issues with the site will be mitigated and the whole site will be raised up several feet to accommodate rising water levels. Sustainability is a priority. Ben Huber advised that any fireworks used at the stadium could create visibility issues for mariners and bring increased recreational traffic to the region.
- In response to questions from Capt. Korwatch, Dave Kaval advised that safe crossings will be created to move people over the existing UP Railroad tracks in addition to other infrastructure. The project provides opportunity to upgrade the local street grid and will create revenue for improvements. Robert Estrada advised that protecting the Port of Oakland is critical. John Berge advised that heavy industry alongside residential housing often do not mix well. Jim Mazza suggested beneficial reuse of dredge material to raise the level of the site.
- Several commenters voiced opposition to the ballpark at Howard Terminal. Aaron Wright, ILWU, advised that longshoremen do not endorse the project and consider it a threat to the port. High end residential development built next to Schnitzer Steel and maritime facilities could lead to powerful constituents against industry. Schnitzer and port operations are conducted 24 hours a day requiring the use of heavy machinery and trucking which could be impacted by increased parking and traffic in the area. The feasibility of the plan was questioned and it was advised that other sites in East Oakland are more suitable for ballpark development. Dave Kaval advised that meetings with stakeholders will continue to take place and the plan will preserve maritime use. Regulations have been adopted by the A's and Port of Oakland to formally address issues.

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Work Group Reports-

Tug Work Group- Ted Blanckenburg advised that there was nothing to report.

Navigation Work Group- Capt. Bob Carr advised that there will be a Work Group meeting held directly after the September HSC Meeting with Schiller Co. regarding electric water bike operations.

Ferry Operations Work Group- Capt. Kirsch advised that Richmond has started weekend ferry service. A new high-speed ferry boat will be added to the Vallejo service.

Dredge Issues Work Group- Julian Rose advised that there was nothing to report.

PORTS Work Group- Troy Hosmer advised that there was nothing to report.

Prevention through People Work Group- Scott Grindy advised that Fleet Week is coming up in October.

PORTS Report- Marcus Freeling

- Advised of recent issues with the Pier 17 visibility sensor which is now back online. New Satlinks will be installed at Pier 17 and other PORTS stations which should fix problems.
- Advised that the Oakland LB3 Current Sensor was reported down yesterday and the station is currently offline. Maintenance will be performed after today's meeting and the station should be back up soon.
- Advised that PORTS data is publicly available through NOAA's Tides and Currents website.

Public Comment-

- Aaron Wright, ILWU, asked for support in stopping the Howard Terminal stadium project and advised of the East Oakland Stadium Alliance. Some Oakland City Council members are against the project and port stakeholders are urged to join in opposition to protect the port and maritime industry. Bill Dow, ILWU, advised that a stadium at Howard Terminal would be a disaster for the maritime industry and urged votes against the proposal. Capt. Korwatch advised that the HSC will wait for additional reports and information before weighing in on the issue.
- Dr. Jeff Boehm, The Marine Mammal Center, advised that his organization is a resource focused on protecting whales and dolphins and promoting safety.

Old Business- None

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New Business-

- The Propeller Club will be hosting Capt. Byrd on September 10th.
- Capt. Korwatch announced that the Marine Exchange is holding an Open House on September 16th, 11:00 – 14:00, at the new Emeryville office.
- Schiller Co. is scheduled to give a presentation on recreational electric water bikes at the September HSC meeting followed by a Navigation Work Group meeting to discuss related issues.

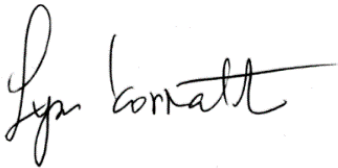
Next Meeting-

1000-1200, September 12, 2019
Port of Oakland, Exhibit Room
530 Water Street, Oakland, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 11:45.

Respectfully submitted:



Capt. Lynn Korwatch

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JUNE 2019)

MARINE CASUALTIES

Loss of propulsion (28JUN19): A foreign flag tank vessel experienced a loss of propulsion while departing the Port of Richmond. The causative factor was a loose limit valve that activates the slow turn mode. The deficient valve was tightened and adjusted by the vessel's crew. Class attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Loss of propulsion (29JUN19): A foreign flag container vessel experienced a loss of propulsion while proceeding to Anchorage 9 from the Port of Oakland. The causative factor was attributed to losing suction in one of the vessel's camshaft driving systems. The control air piping and filters were overhauled/cleaned out. Class attended the vessel and witnessed the successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Anchors Ready (06JUN19): Vessel was issued an inbound and outbound LOD due to losing its port anchor at its last port of call. Vessel was escorted by 02 tugs throughout its entire transit through the San Francisco Bay. Vessel is scheduled to replace the anchor at the next port of call. Case closed.

Rule 9 Violation Report (10JUN19): A fishing vessel IVO the Golden Gate Bridge attempted to cross the bow of a container vessel. The vessel sounded a danger signal and altered course to avoid collision. Case closed.

Letter of Deviation, Echo Depth Sounding Device/Recorder (19JUN19): Vessel was issued an inbound LOD due to an inoperable Echo Depth Sounding Device. A technician attended the vessel and effected repairs. Coast Guard reviewed and approved the final report. Case closed.

Letter of Deviation, X-Band Radar (26JUN19): Vessel was issued an inbound LOD due to an inoperable X-band radar. A technician attended the vessel while at anchorage and effected repairs. Coast Guard reviewed and approved the final report. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Notice of Violation (04JUN19): An excavator demolishing a pier ruptured a hydraulic hose discharging approximately 1 gallon of hydraulic oil into Suisun Bay. This was the fourth incident with the excavator over the course of 12 months. IMD teams met and discussed mitigating factors with the company. Case closed.

Letter of Warning (09JUN19): A plane crashed into Broad Slough in the vicinity of the San Joaquin River and discharged 50 gallons of gasoline which rapidly burned off. Local fire department and NTSB took charge of clean up and investigation of the crash. Case closed.

Letter of Warning (12JUN19): A sheen was reported coming from the overboard discharge on a sailing vessel in a local marina. The harbor master deployed boom and sorbent pads around the vessel to contain the sheen in the slip. The owner of the vessel was contacted and able to go to the harbor to assess the situation. The owner hired maintenance personnel to fix the packing gland and fuel tank leak and secure the discharge. The oily product that was in the waterway was cleaned up by marina personnel, and the soiled boom and pads were properly disposed of. The owner hired a contractor to clean the bilge to prevent further discharge. All product in the waterway and on board the vessel was secured and no further action is required. Case closed.

Letter of Warning (17JUN19): A commercial fishing boat in Monterey Harbor was reported discharging diesel into the water from an overboard discharge due to operator error. The owner had overfilled the fuel tanks and diesel leaked into the bilge from an open valve. When the bilge pump activated, diesel was discharged overboard. The harbor master deployed boom and pads around the vessel to absorb the sheen, and the owner secured the bilge pump to prevent further discharge. An estimated 10 gallons of diesel entered the waterway. The owner ensured all fuel was cleaned from the bilge and all discharge sources were secured. Case closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
June 2019			
PORT SAFETY CATEGORIES*	Jun-2019	Jun-2018	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.33
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	5	5	3.75
Navigation Safety (3), Port Safety & Security (2), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	14	10	9.67
Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (7), Personnel (4), Other (1), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	3	2	1.94
Radar (1), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (1)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	1	0.47
Significant Waterway events/Navigation related Cases:	0	0	0.28
Total Port Safety (PS) Cases opened	23	18	16.44
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jun-2019	Jun-2018	**3yr Avg
U.S. Commercial Vessels	2	2	0.86
Foreign Freight Vessels	1	0	0.11
Public Vessels	0	2	0.64
Commercial Fishing Vessels	1	0	0.53
Recreational Vessels	6	1	4.03
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	1	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	7	4	2.64
Mystery Spills - Unknown Sources	8	2	4.64
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	18	5	5.56
Spills 10 - 100 gallons	3	1	1.08
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	5	5	7.03
Total Pollution Incidents	26	11	13.81
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	1.00	1.50	16.83
Estimated spill amount from Foreign Freight Vessels	1.00	0.00	0.17
Estimated spill amount from Public Vessels	0.00	25.00	2.94
Estimated spill amount from Commercial Fishing Vessels	10.00	0.00	7.46
Estimated spill amount from Recreational Vessels	16.00	0.25	22.60
Estimated spill amount from Regulated Waterfront Facilities	1.00	0.00	1.69
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	66.00	5.00	13.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	95.00	31.75	65.26
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	1	0	0.33
Letters of Warning	10	3	3.00
Total Penalty Actions	11	3	3.33
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JULY 2019)

MARINE CASUALTIES

Reduction in propulsion (11JUL19): A foreign flag vehicle carrier experienced a reduction in propulsion while approaching the Port of Martinez. The causative factor was attributed to a malfunctioning turbo charger. The deficient turbo charger was overhauled and replaced. Class attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Reduction in propulsion (13JUL19): A foreign flag bulk vessel experienced a reduction in propulsion while departing the Port of Sacramento. The causative factor was attributed to a faulty gasket on the exhaust valve. The deficient gasket was overhauled and replaced. Class attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Reduction in propulsion (19JUL19): A foreign flag tank vessel experienced a reduction in propulsion while proceeding to the Port of Stockton. The causative factor was due to a fracture on a cylinder head cover jacket. The fractured cylinder head cover jacket was overhauled and replaced. Class and Coast Guard attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Loss of propulsion (21JUL19): A foreign flag vehicle carrier experienced a loss of propulsion while approaching the port of Benicia. The causative factor was due to a faulty pneumatic valve on the engine starting system. The faulty valve was overhauled and replaced. Class attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

Loss of propulsion (26JUL19): A foreign flag bulk vessel experienced a loss of propulsion while departing the port of Redwood City. The causative factor was due to a fracture of the main lube oil pump gasket. The fractured main lube oil pump gasket was overhauled and replaced. Class and Coast Guard attended the vessel and witnessed successful repair and satisfactory operation of the vessel's propulsion system. Coast Guard received and reviewed the Class report. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation, S-Band Radar (02JUL19): Vessel was issued an inbound LOD due to an inoperable S-band radar. A technician attended the vessel while at anchorage and effected repairs. Coast Guard reviewed and approved the final report. Case closed.

Letter of Deviation, AIS Pilot Plug (07JUL19): Vessel was issued an inbound LOD due to an inoperable AIS Pilot Plug. A technician attended the vessel and effected repairs. Coast Guard reviewed and approved the final report. Case closed.

Rule 9 Violation Report (10JUL19): A sailing vessel crossed in front of a bulk carrier as it maneuvered in the channel IVO Redwood City. A partial vessel name/sail number was provided but the sailing vessel could not be positively identified. Case closed.

Rule 9 Violation Report (11JUL19): A tank vessel reported a sailing vessel IVO South Hampton Shoals, travelling on a parallel course, that came within 100 yards of the tank vessel. A partial name was provided but the sailing vessel could not be positively identified. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (27JUL19): A vessel ran aground on the Mare Island break-wall. The vessel was secured to the break-wall by OSPR and Solano County Sheriff's Office. The responsible party contracted a local salvage company to remove the vessel from the break-wall, and the vessel was transported to a local marina for scrapping. Approximately 50 gallons of gasoline were discharged into the waterway due to the hull being breached and were assessed as unrecoverable. No further IMD action required. Case closed.

All remaining cases resulting in enforcement through Letters of Warning involved discharges of less than 5 gallons and have responsible party generated responses. No further IMD action required. Cases closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS

July 2019

PORT SAFETY CATEGORIES*	Jul-2019	Jul-2018	**3yr Avg
Total Number of Port State Control Detentions: SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)	0	0	0.31
Total Number of COTP Orders: Navigation Safety (2), Port Safety & Security (5), ANOA (0)	7	6	3.94
Marine Casualties (reportable CG 2692) within SF Bay: Allision (0), Collision (1), Fire (0), Capsize (0), Grounding (0), Sinking (0) Steering (0), Propulsion (6), Personnel (2), Other (0), Power (0)	9	12	9.67
Total Number of (routine) Navigation Safety issues/Letters of Deviation: Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1) ARPA (0), Speed Log (0), R.C. (0), Other (0)	2	2	2.00
Reported or Verified "Rule 9" or other Navigational Rule Violations:	2	0	0.50
Significant Waterway events/Navigation related Cases:	0	0	0.28
Total Port Safety (PS) Cases opened	20	20	16.69
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Jul-2019	Jul-2018	**3yr Avg
U.S. Commercial Vessels	1	0	0.83
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	0	0.64
Commercial Fishing Vessels	0	6	0.53
Recreational Vessels	6	1	4.11
Pollution Discharge Sources (Facilities)			
Regulated Waterfront Facilities	0	0	0.36
Regulated Waterfront Facilities - Fuel Transfer	1	0	0.06
Other Land Sources	2	9	2.67
Mystery Spills - Unknown Sources	4	8	4.64
Number of Pollution Incidents within San Francisco Bay			
Spills < 10 gallons	11	6	5.72
Spills 10 - 100 gallons	1	3	1.08
Spills 100 - 1000 gallons	0	0	0.14
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	15	6.97
Total Pollution Incidents	14	24	13.92
Oil Discharge/Hazardous Materials Release Volumes by Spill Size			
Estimated spill amount from U.S. Commercial Vessels	0.50	0.00	16.12
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.17
Estimated spill amount from Public Vessels	0.00	0.00	2.94
Estimated spill amount from Commercial Fishing Vessels	0.00	35.00	7.46
Estimated spill amount from Recreational Vessels	104.00	0.00	25.30
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.69
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	2.00	0.00	0.11
Estimated spill amount from Other Land Sources	1.00	20.00	13.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	107.50	55.00	67.30
Penalty Actions			
Civil Penalty Cases	0	0	0.00
Notice of Violations	0	0	0.31
Letters of Warning	8	5	3.08
Total Penalty Actions	8	5	3.39

* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.

** NOTE: Values represent an average month over a 36 month period for the specified category of information.

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Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
August 8, 2019**

1. CORPS O&M DREDGING PROGRAM

The following report covers the planned FY 2019 dredging program for San Francisco Bay. While this program is subject to change based on a number of variables, it is based on actual FY 19 appropriations including the FY 2019 Work Plan. Please refer to the Local Notice to Mariners for details of dredge operations.

FY 2019 DREDGING

- a. **SF Main Ship Channel** – FY 19 dredging is being planned with expected work originally forecast to be completed in June by Essayons. Maintenance and repairs have required Essayons to remain in dry-dock for longer than anticipated with a series of unanticipated maintenance issues. Based on additional time in repairs the number of days allocated to actual dredging on West Coast projects was reduced. However, the Essayons has reported to SF Main Ship Channel and began dredging on 19 July with an expected completion date of 31 July.
- b. **Richmond Inner Harbor** – The Richmond Inner Dredging Episode bids were opened on 29 April. Bid evaluations were conducted and the contract was awarded on 14 May to Curtin Maritime. Dredging commenced in mid-June and is expected to complete by end of September.
- c. **Richmond Outer Harbor (and Richmond Long Wharf)** –In alignment with last year’s proposal to alternate Hopper dredging between Pinole Shoals and Richmond Outer, dredging for Richmond Outer dredging was conducted with the Essayons and completed in November 2018. Richmond Outer is expected to be deferred in FY19.
- d. **Oakland Harbor** –The FY 19 Dredging contract is being accelerated to allow for additional placement time. On 21 June, the Division Counsel denied the Agency Protest and the contract was awarded on 24 June to Manson Dredging. NTP was issued and dredging is expected to start the week of 19 August.
- e. **Redwood City Harbor** – The 2019 dredging contract was planned as a partnership with the Coastal Conservancy in order to place material at a beneficial reuse site. All Environmental coordination including confirmatory sediment testing and analysis for suitability of planned upland placement has been approved. Contract awarded on 17 June to R.E. Staite. A public meeting was held on 26 July and was well received by the community. Dredging to begin week of 05 August.
- f. **San Pablo Bay (Pinole Shoal)** –In alignment with last year’s proposal to alternate Gov’t Hopper dredging Pinole will be dredged in 2019. Action is planned for early August with expected mobilization on 31 July and completion by 08 August.
- g. **Suisun Bay Channel (and New York Slough)** – 2019 Clamshell contract was awarded to R.E. Staite on 17 July. Notice to Proceed was issued on 26 July. Dredging is expected to begin mid-September and complete mid-November.

2. DEBRIS REMOVAL – Debris removal for June 2019 was 44.5 tons. Dillard: 14.5 tons, including 3 abandoned vessels; other boats: 30 tons, including 8 abandoned vessels. Debris removal for July 2019 was 58.5 tons. Dillard: 13.5 tons, including 4 abandoned vessels; other boats: 45 tons, including 10 abandoned vessels. Average for June from 2009 to 2018 is 57.5 tons (Range: 0-185 tons). Average for July from 2009 to 2018 is 30 tons (Range: 0-128.5 tons).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2019	TONS	TONS	TONS	TONS
JAN	55	0	78	133
FEB	40	0	50	90
MAR	40	29.5	15	84.5
APR	45	35	450	530
MAY	25	136	36	197
JUN	14.5	0	30	44.5
JUL	13.5	0	45	58.5
AUG	0	0	0	0
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0

YR TOTAL
1,137.5

3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

None to report.

4. EMERGENCY (URGENT & COMPELLING) DREDGING

None to report.

5. OTHER WORK

San Francisco Bay to Stockton – The Draft Report & EIS was released on 10 MAY 19 and is going through concurrent public review, policy review and Agency Technical Review (ATR) through 24 JUN 19. USACE, the NFS, and related stakeholders held a public meeting on 11 JUN 19 for public comment.

The draft can be found at:

<http://www.sai.usace.army.mil/About/DivisionsOffices/Planning/EnvironmentalBranch/EnvironmentalDocuments.aspx>

HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

The following surveys are posted:

Alameda Point Navigation Chanel: Condition survey of June 6, 2019.
Berkeley Marina (Entrance Channel): Condition survey of July 9, 2018.
Islais Creek Channel: Condition survey of July 12, 2019.
Larkspur Ferry Channel: Condition survey of July 11, 2019.
Main Ship Channel: Condition survey of May 31 and June 3 & 10, 2019.
Mare Island Strait: Condition survey of July 10, 2018.
Marinship Channel (Richardson Bay): Condition survey of December 7, 2017.
Napa River: Condition survey of July 10, 2019.
Northship Channel: Condition survey of June 27, 2019.
Oakland Inner Harbor: Condition survey of April 24-30, 2019.
Oakland Outer Harbor: Condition survey of April 23-24, 2019.
Petaluma River (Across-the-Flats): Condition survey of December 19, 2017.
Petaluma River (Main Channel): Condition survey of December 12-13, 2017.
Petaluma River (Extended Channel): Condition survey of March 19-26, 2018.
Pinole Shoal Channel: Condition survey of May 8-20, 2019.
Redwood City Harbor: Condition survey of May 24-28, 2019.
Richmond Inner Harbor: Condition survey of February 26, 2019.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of December 20, 2016.
Richmond Outer Harbor (Longwharf): Condition survey of July 23, 2019.
Richmond Outer Harbor (Southampton Shoal): Condition survey of July 19, 2019.
Sacramento River Deep Water Ship Channel: Condition survey of January 16-21, 2019.
San Bruno Shoal: Condition survey of July 11, 2018.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of September 24, 2018.
San Rafael (Creek): Condition survey of September 24, 2018.
Stockton Ship Channel: Condition survey of January 26-30, 2019.
Suisun Bay Channel: Condition survey of May 16-20, 2019.
Suisun Bay Channel (Bullshead Reach): Condition survey of May 16-20, 2019.
Suisun Bay Channel (New York Slough): Condition survey of June 5, 2019.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of June 11, 2019.

SF-09 (Carquinez): Condition survey of June 25, 2019.

SF-10 (San Pablo Bay): Condition survey of June 25, 2019.

SF-11 (Alcatraz Island): Condition surveys of July 3, 2019 and August 5, 2019.

SF-16 (Suisun Bay Disposal Site): Condition survey of April 26, 2019.

SF-17 (Ocean Beach Disposal Site): Condition survey of June 11, 2019.

Requested Surveys:

Pre/Post-dredge and condition surveys are scheduled to occur throughout the year for all of San Francisco District's in-bay projects which are planned to be dredged in FY19.

NEW WEB ADDRESS – USACE WORK PLAN:

<http://www.usace.army.mil/Missions/Civil-Works/Budget/>

O&M DREDGING PLAN FOR FY19*

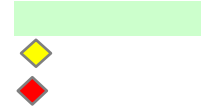
1-Aug-19

Project	Bid Opening Award Date	FY 2020												Estimated CY	Planned Placement Site
		APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB			
Richmond Inner Harbor	29 Apr/14 May	◆	◆	▨										350kcy	DODS/upland least cost
Oakland Harbor	8 May/26 Jun		◆	◆	▨									750kcy	DODS/upland least cost
Redwood City Harbor	22 May/17 Jun		◆	◆	▨									416kcy	SF-11
Combined Sac/San Joaquin	10 Jun/27 Jun			◆	◆	▨		▨						350kcy	Various Upland
Suisun Bay Channel	28 Jun/17 Jul			◆	◆	▨								132kcy	SF-16
SF Main Ship Channel	N/A				■									350kcy	OBDS/ SF-8
Pinole Shoal	N/A					■								300kcy	SF-11/SF-10



New SPN Contract including Mobilization
West Coast Hopper Contract
Government Dredge

Environmental Window
Bid Opening
Contract Award



* Program execution is based on the FY19 President's Budget, Workplan and Federal Standard plan for each project.



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
505 Beach Street, Suite 300
San Francisco, California 94133-1131
415-441-6600 fax 415-441-3080 hsc@sfmtx.org

San Francisco Clearinghouse Report

August 8, 2019

- ✎ In June and July the clearinghouse did not contact OSPR regarding any possible escort violations.
- ✎ In June and July the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ✎ The clearinghouse has not contacted OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ✎ In June there were 95 tank vessel arrivals; 15 ATBs, 8 Chemical Tankers, 18 Chemical/Oil Tankers, 26 Crude Oil Tankers, 17 Product Tankers, and 11 Tugs with Barges.
- ✎ In June there were 264 total vessel arrivals.
- ✎ In July there were 104 tank vessel arrivals; 13 ATBs, 8 Chemical Tankers, 18 Chemical/Oil Tankers, 25 Crude Oil Tankers, 1 LPG, 26 Product Tankers, and 13 Tugs with Barges.
- ✎ In July there were 288 total vessel arrivals.

San Francisco Bay Clearinghouse Report For June 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	69		70	
ATB arrivals	15		11	
Barge arrivals to San Francisco Bay	11		12	
Total Tanker and Barge Arrivals	95		93	
Tank ship movements & escorted barge movements	318		319	
Tank ship movements	174	54.72%	146	45.77%
Escorted tank ship movements	143	44.97%	121	37.93%
Unescorted tank ship movements	31	9.75%	25	7.84%
Tank barge movements	144	45.28%	173	54.23%
Escorted tank barge movements	25	7.86%	28	8.78%
Unescorted tank barge movements	119	37.42%	145	45.45%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	192		307		0		129		628	
Unescorted movements	75	39.06%	143	46.58%	0	0.00%	64	49.61%	282	44.90%
Tank ships	62	32.29%	114	37.13%	0	0.00%	57	44.19%	233	37.10%
Tank barges	13	6.77%	29	9.45%	0	0.00%	7	5.43%	49	7.80%
Escorted movements	117	60.94%	164	53.42%	0	0.00%	65	50.39%	346	55.10%
Tank ships	109	56.77%	141	45.93%	0	0.00%	55	42.64%	305	48.57%
Tank barges	8	4.17%	23	7.49%	0	0.00%	10	7.75%	41	6.53%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For July 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	78		75	
ATB arrivals	13		14	
Barge arrivals to San Francisco Bay	13		13	
Total Tanker and Barge Arrivals	104		102	
Tank ship movements & escorted barge movements	352		325	
Tank ship movements	222	63.07%	194	59.69%
Escorted tank ship movements	175	49.72%	154	47.38%
Unescorted tank ship movements	47	13.35%	40	12.31%
Tank barge movements	130	36.93%	131	40.31%
Escorted tank barge movements	19	5.40%	15	4.62%
Unescorted tank barge movements	111	31.53%	116	35.69%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	207		346		0		144		697	
Unescorted movements	84	40.58%	154	44.51%	0	0.00%	61	42.36%	299	42.90%
Tank ships	61	29.47%	108	31.21%	0	0.00%	54	37.50%	223	31.99%
Tank barges	23	11.11%	46	13.29%	0	0.00%	7	4.86%	76	10.90%
Escorted movements	123	59.42%	192	55.49%	0	0.00%	83	57.64%	398	57.10%
Tank ships	118	57.00%	173	50.00%	0	0.00%	78	54.17%	369	52.94%
Tank barges	5	2.42%	19	5.49%	0	0.00%	5	3.47%	29	4.16%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2019

San Francisco Bay Region Totals

	<u>2019</u>		<u>2018</u>	
Tanker arrivals to San Francisco Bay	438		787	
ATB arrivals	92		123	
Barge arrivals to San Francisco Bay	78		143	
Total Tanker and Barge Arrivals	516		1,053	
Tank ship movements & escorted barge movements	2,350		3,398	
Tank ship movements	1,322	56.26%	1,853	54.53%
Escorted tank ship movements	1,063	45.23%	1,458	42.91%
Unescorted tank ship movements	259	11.02%	395	11.62%
Tank barge movements	1,028	43.74%	1,545	45.47%
Escorted tank barge movements	145	6.17%	227	6.68%
Unescorted tank barge movements	883	37.57%	1,318	38.79%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,413		2,296		0		988		4,697	
Unescorted movements	640	45.29%	1,114	48.52%	0	0.00%	452	45.75%	2,206	46.97%
Tank ships	508	35.95%	860	37.46%	0	0.00%	404	40.89%	1,772	37.73%
Tank barges	132	9.34%	254	11.06%	0	0.00%	48	4.86%	434	9.24%
Escorted movements	773	54.71%	1,182	51.48%	0	0.00%	536	54.25%	2,491	53.03%
Tank ships	726	51.38%	1,045	45.51%	0	0.00%	481	48.68%	2,252	47.95%
Tank barges	47	3.33%	137	5.97%	0	0.00%	55	5.57%	239	5.09%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

WEST COAST HARBOR SAFETY COMMITTEE SUMMIT
Sponsored by the California Department of Fish and Wildlife's
Office of Spill Prevention and Response (OSPR) and
The Pacific States/British Columbia Oil Spill Task Force

QUEEN MARY
Royal/Kingsview
Promenade Deck, Starboard Stern
1126 Queens Highway
Long Beach, CA 90802
September 18, 2019
Day One

- 0900 **Registration**
- 0930 **Welcome; Opening Remarks**
- Thomas M. Cullen, Jr., Administrator, Office of Spill Prevention and Response
 - Hilary Wilkinson, Executive Coordinator, Pacific States - BC Oil Spill Task Force
- 0945 **Group Introductions/Agenda Review**
- Ted Mar, Moderator
- 1015 **Overview of Recent Activities: Accomplishments, New Best Maritime Practices, Issues, Concerns, Comments, Recommendations, SB 414 Update**
- Leroy Zerlang, Chair, Humboldt Bay HSC
 - Lynn Korwatch, Chair, San Francisco HSC
 - John Veentjer, Chair, Puget Sound HSC
 - Ann Kinner, Chair, San Diego HSC
 - TBD, Chair, Lower Columbia Region HSC (To be confirmed)
- 1130 **Lunch**
- 1300 **Overview** (continued)
- Kip Louttit, Los Angeles/Long Beach HSC
 - TBD, Chair, Grays Harbor HSC (To be confirmed)
 - Charles Caulkin, Chair, Port Hueneme HSC
 - Michael MacDonald, Chair, Hawaiian Ocean Safety Team
 - TBD, Chair, Alaska HSC (1) (To be confirmed)
 - TBD, Chair, Alaska HSC (2) (To be confirmed)
 - TBD, Chair, Cook Inlet HSC (To be confirmed)
- 1445 **Afternoon Break**
- 1500 **Pacific Coast Offshore Routing – Pacific Safety Initiative**
- Ed Page - Executive Director, Marine Exchange of Alaska
 - John Veentjer – Executive Director, Marine Exchange of Puget Sound
 - Kip Louttit – Executive Director, Marine Exchange of Southern California

September 18, 2019

Day One

Page 2

1545

Synopsis of the National Harbor Safety Conference

- Kip Louttit, So. Cal Marine Exchange

1550

Abandoned & Derelict Vessels

- Steve Hampton, OSPR
- Hilary Wilkinson, Pacific States - British Columbia Oil Spill Task Force

1610

Current Technology in Maritime Piloting

- John Betz, LA Pilot Service

1640

Summary for the Day

- Hilary Wilkinson, Pacific States - British Columbia Oil Spill Task Force

1645

Closing Remarks for the Day

- Tom Cullen, OSPR

1650

Adjourn

1730

No Host Reception – Observation Bar, Promenade Deck, QUEEN MARY

1830

Chelsea Chowder House – Queen Mary (Dinner,Optional)

WEST COAST HARBOR SAFETY COMMITTEE SUMMIT
Sponsored by the California Department of Fish and Wildlife's
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The Pacific States/British Columbia Oil Spill Task Force

QUEEN MARY
Royal/Kingsview
Promenade Deck, Starboard Stern
1126 Queens Highway
Long Beach, CA 90802
September 19, 2019
Day Two

- 0900 **Opening Remarks**
- Thomas M. Cullen, Jr., Administrator, Office of Spill Prevention and Response
 - Hilary Wilkinson, Executive Coordinator Support, BC Oil Spill Task Force
- 0910 **Cyber Security / Safety Issues / Panel**
- Chris Regan, USCG
 - Adam Kiesel, Unisys – Maritime Security Solutions
 - Jonathan Roy, Unisys – STEALTH, Cyber Security
 - Eric Womack, Kurtis Smith, San Diego
- 1020 **Morning Break**
- 1030 **Roundtable Discussion – HSC Plan as a living document, updating and process**
- Facilitator – Lynn Korwatch - All Chairs
- 1045 **IMO 2020 - A Sea Change Is Coming**
- Ralph Grimmer – Stillwater Associates
- 1115 **Robotic Inspections of Challenging Pipelines (i.e., wharf and underwater lines)**
- Rich Smith, DIAKONT
- 1145 **Offshore Wind Energy Planning**
- Jean Thurston-Keller, BOEM
- 1215 **Summit Summary/Action Items**
- Hilary Wilkinson, Pacific States - British Columbia Oil Spill Task Force
- 1230 **Summit Closing Remarks**
- Tom Cullen, OSPR
- 1235 **Summit Adjournment**
- 1400 **Port of Long Beach (POLB) – Automated Terminal Tour**
- 1800 – 1930 **Port of Long Beach (POLB) – Harbor Sunset Tour**



CALIFORNIA STATE LANDS COMMISSION

HARBOR SAFETY COMMITTEE MONTHLY REPORT - JULY COMPARISON

VESSEL TRANSFERS

	Total Transfers	Total Vessels Monitored	Total Transfers Percentage
JULY 1 - 31, 2018	225	93	41.33
JULY 1 - 31, 2019	228	72	31.58

CRUDE OIL / PRODUCT TOTALS

	Crude Oil (D)	Crude Oil (L)	Overall Product (D)	Overall Product (L)	GRAND TOTAL
JULY 1 - 31, 2018	16,084,000		20,798,732	7,103,909	27,902,641
JULY 1 - 31, 2019	14,251,000		22,839,151	6,587,641	29,426,792

OIL SPILL TOTAL

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
JULY 1 - 31, 2018	0	0	0	0
JULY 1 - 31, 2019	1	0	1	Jet Fuel - 2 Gallons

Disclaimer:

Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.



A's Howard Terminal Ballpark Briefing

Harbor Safety Committee

August 8, 2019





SCHINITZER STEEL

PROPERTY LINE
PERALTA GRANT LINE

100' CURRENT SHORELINE BAND
LINE OF EXISTING QUAY WALL
LINE OF LEGISLATIVE LAND TRUST
LINE OF EXISTING RIPRAP WALL

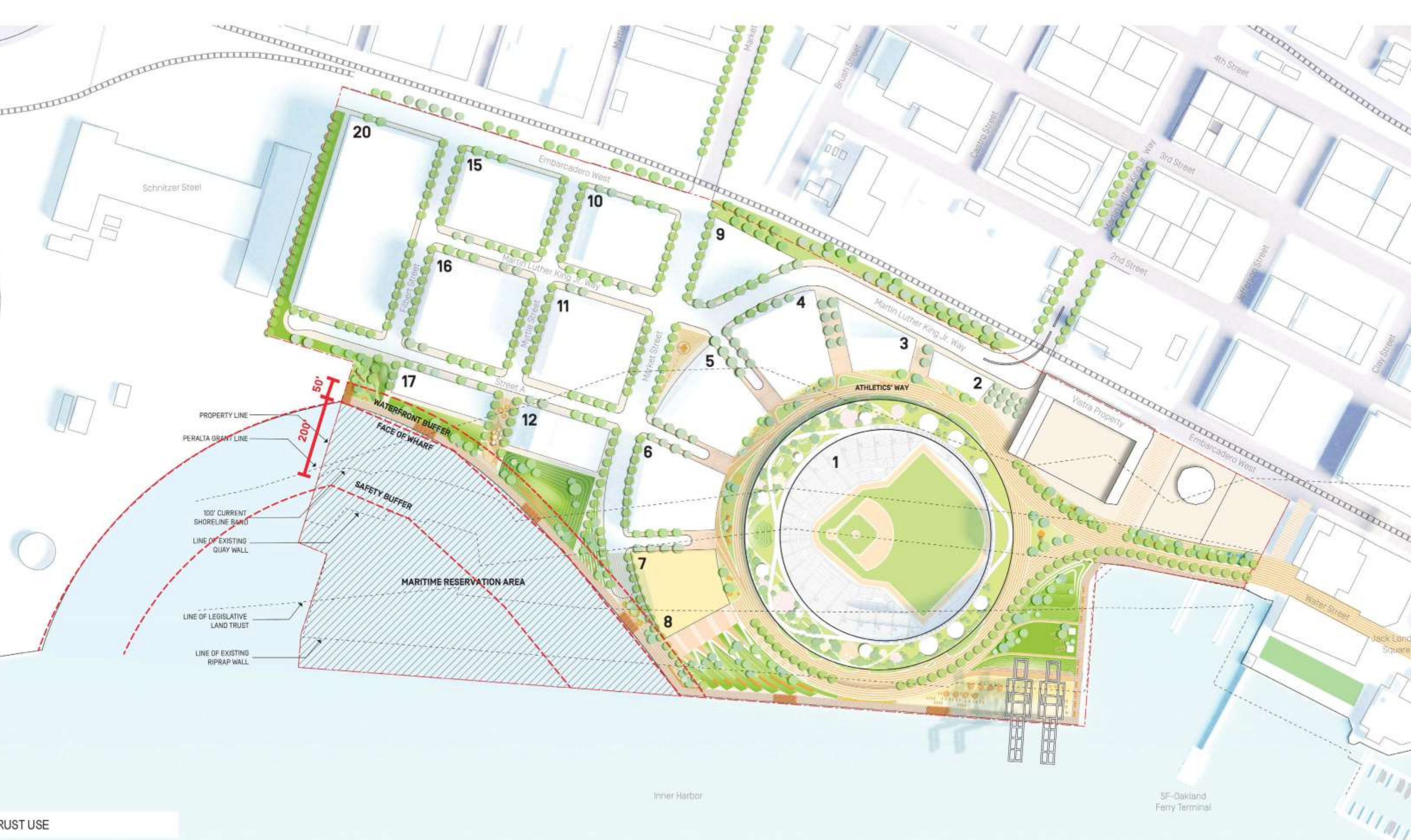
WETLAND STEPS
PROMONTORY LAWN
ARTS GARDEN
WATERFRONT CAFE PLAZA
CRANE PLAZA
PICNIC GROVE
CITY VIEW STEPS
WATER PLAZA
HARBOR BEACH

INNER HARBOR

SF OAKLAND FERRY TERMINAL

HOWARD TERMINAL SITE PLAN

0 FT 100 FT 300 FT



TRUST USE

MARITIME RESERVATION SITE PLAN







WORLD SERIES		ROOTED IN OAKLAND	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

A's

ROOTED IN OAKLAND

ROOTED IN OAKLAND

RIZZO

FACTED

OAKLAND

OAKLAND



ADVANCED STATS PRIMER

Team	Goals	Assists	Shots	Passes	Yellow Cards	Red Cards
Atlanta United	2	3	15	45	1	0
Philadelphia Union	1	2	12	38	2	0
Washington Spirit	0	1	8	25	0	0
Portland Thorns FC	0	0	5	18	1	0
Chicago Red Stars	0	0	3	10	0	0
North Carolina FC	0	0	2	8	0	0
San Diego Wave FC	0	0	1	5	0	0
Utah Royals FC	0	0	1	4	0	0

NATIONAL SOCCER FEDERATION PLAYERS

Player	Goals	Assists	Minutes
Christine Sinclair	1	2	90
Lucy Bronze	0	1	90
Fran Kirby	0	1	85
Wendie Renard	0	0	90
Françoise van der Gragt	0	0	90
Christine Sinclair	0	0	90
Lucy Bronze	0	0	90
Fran Kirby	0	0	85
Wendie Renard	0	0	90
Françoise van der Gragt	0	0	90

STEWART
34



KEY PROJECT BENEFITS

MARITIME INDUSTRY

- ◆ Expanded Turning Basin

- Project will preserve maritime port growth by supporting turning basin expansion through Maritime Reservation Lands and Reacquisition Lands

- ◆ Maritime Heritage

- Preserves iconic Oakland cranes as an homage to the great shipping and maritime history of the city and Port



PROCESS UPDATE

- ◆ Port

- Non-binding term sheet 5/13. CEQA next step



- ◆ County

- Non-binding term sheet 4/23. Definitive documents next



- ◆ AB 734

- Passed August 2018; vetting certification under the law. CEQA litigation protection allowing for expedited judicial review of 270 days for all CEQA-based litigation



- ◆ AB 1191

- Facilitation of BCDC & State Lands approval of project



- ◆ SB 293

- Tax-increment financing in support of infrastructure needs at Howard Terminal.



- ◆ City Council Approval

- Project to be voted on by City Council in early 2020



TRANSPORTATION PLAN

GOALS THAT GUIDE THE PROCESS

- ◆ Respect existing and future neighborhood transportation needs
- ◆ Ensure safe and efficient movement of people and goods in the area
- ◆ Encourage pedestrian, bicycle, and transit use
- ◆ Reduce peak loads on transportation network
- ◆ Achieve Oakland's trip reduction goals
- ◆ Provide great ballpark fan experience

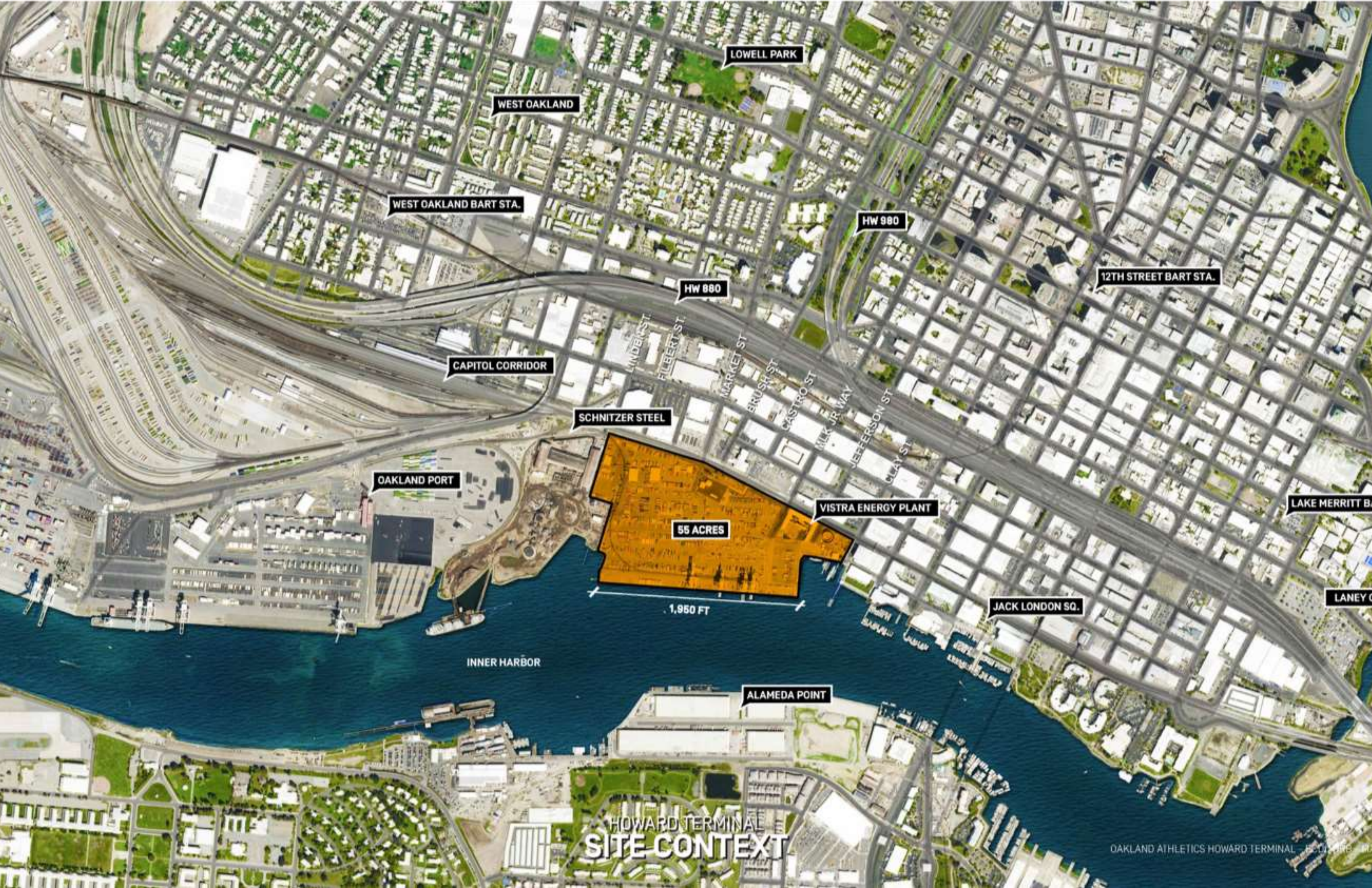


WHAT ARE PLAN COMPONENTS?

PRIMARY PLAN COMPONENTS ARE...

Mode	Strategy
Walk	Provide safe and desirable pedestrian routes to the site
Bike/Micro-mobility	Improve bike infrastructure to create safe routes to the ballpark
BART	Station crown management when needed
Bus	Provide accessible and legible transit service to the site
Drive	Limit on-and-off site parking through supply and pricing
Other	Explore other modes to diversify options: gondola, ferry, etc.





LOWELL PARK

WEST OAKLAND

WEST OAKLAND BART STA.

HW 980

12TH STREET BART STA.

HW 880

CAPITOL CORRIDOR

SCHNITZER STEEL

OAKLAND PORT

55 ACRES

VISTRA ENERGY PLANT

LAKE MERRITT B.

LANEY C.

1,950 FT

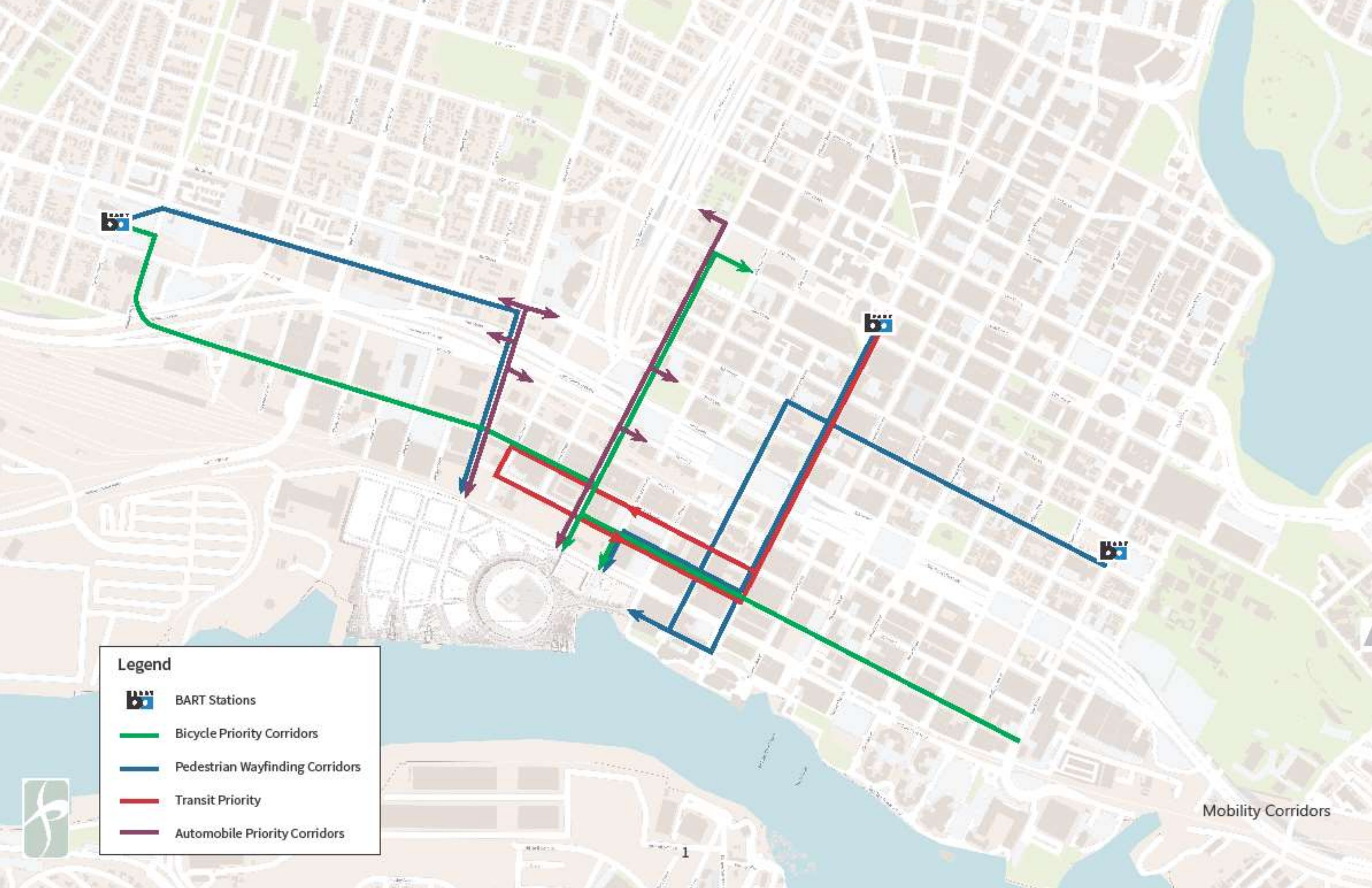
JACK LONDON SQ.

INNER HARBOR






ALAMEDA POINT

HOWARD TERMINAL
SITE CONTEXT

OAKLAND ATHLETICS HOWARD TERMINAL - OCTOBER 2014



Legend

-  BART Stations
-  Bicycle Priority Corridors
-  Pedestrian Wayfinding Corridors
-  Transit Priority
-  Automobile Priority Corridors

Mobility Corridors



A's Howard Terminal Ballpark Briefing

Harbor Safety Committee

August 8, 2019