

OAKLAND HARBOR TURNING BASINS WIDENING FEASIBILITY REPORT AND ENVIRONMENTAL ASSESSMENT

San Francisco District
7 Dec 2023



U.S. ARMY



US Army Corps
of Engineers®



PORT OF OAKLAND
SEAPORT



PROJECT DELIVERY TEAM ATTENDEES

U.S. Army Corps of Engineers

Erika Powell, P.E., Senior Project Manager

Barney Wair, P.E., GE, Technical Lead

Eric Joliffe, Environmental Lead

Ellie Covington, Environmental Co-lead and Environmental Justice Specialist

Elizabeth Dionne, Plan Formulation Lead

Port of Oakland

Justin Taschek, Senior Maritime Projects Administrator

Khamly Chuop, Port Associate Environmental Planner/Scientist

Edwin Draper, Civil Engineering Lead

PROJECT DESCRIPTION – STUDY AREA

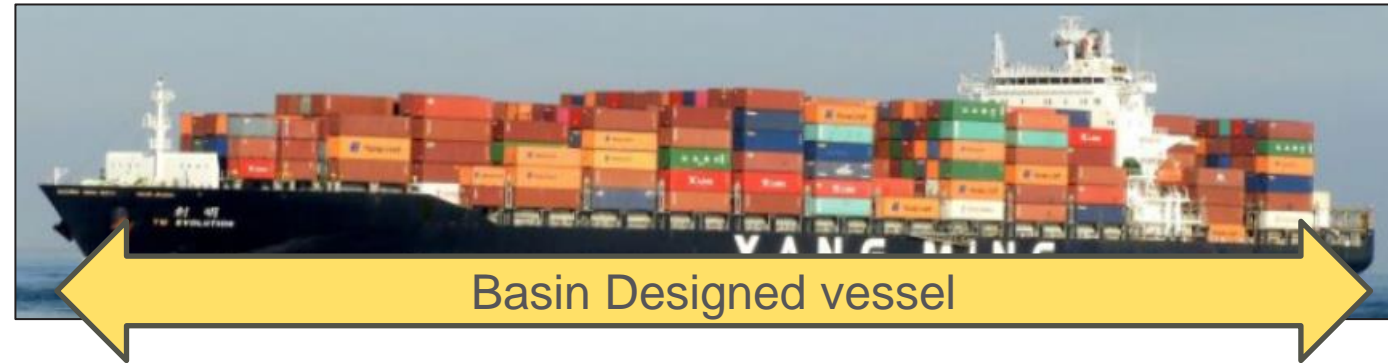


PROJECT DESCRIPTION - NEED FOR THE STUDY

- Vessels which exceed the design of turning basins routinely call on the port
- These larger vessels face operating restrictions causing delays for other large and small vessels in the port
- In the future existing fleets of smaller vessels will be replaced with these larger vessels.

2005

1,139-ft long
(6,500 TEU containers)



Today



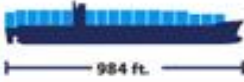
1,310-ft long
(20,000 TEU containers)





VESSEL CLASSES AND RESTRICTIONS

Vessels with No Restrictions

Example Image	Class	Description	TEU Capacity (Minimum/Maximum)	Overall length (feet)	Restrictions for Use of the Existing Turning Basin
 705 ft.	SPX	Sub Panamax	<2,800	222 to 813.3	No restrictions.
 820 ft.	PX	Panamax	2,801 to 4,800	572 to 970	No restrictions.
 984 ft.	PPX1	Post-Panamax Generation I (Post-Panamax)	4,801 to 6,800	661 to 1,045	No restrictions.

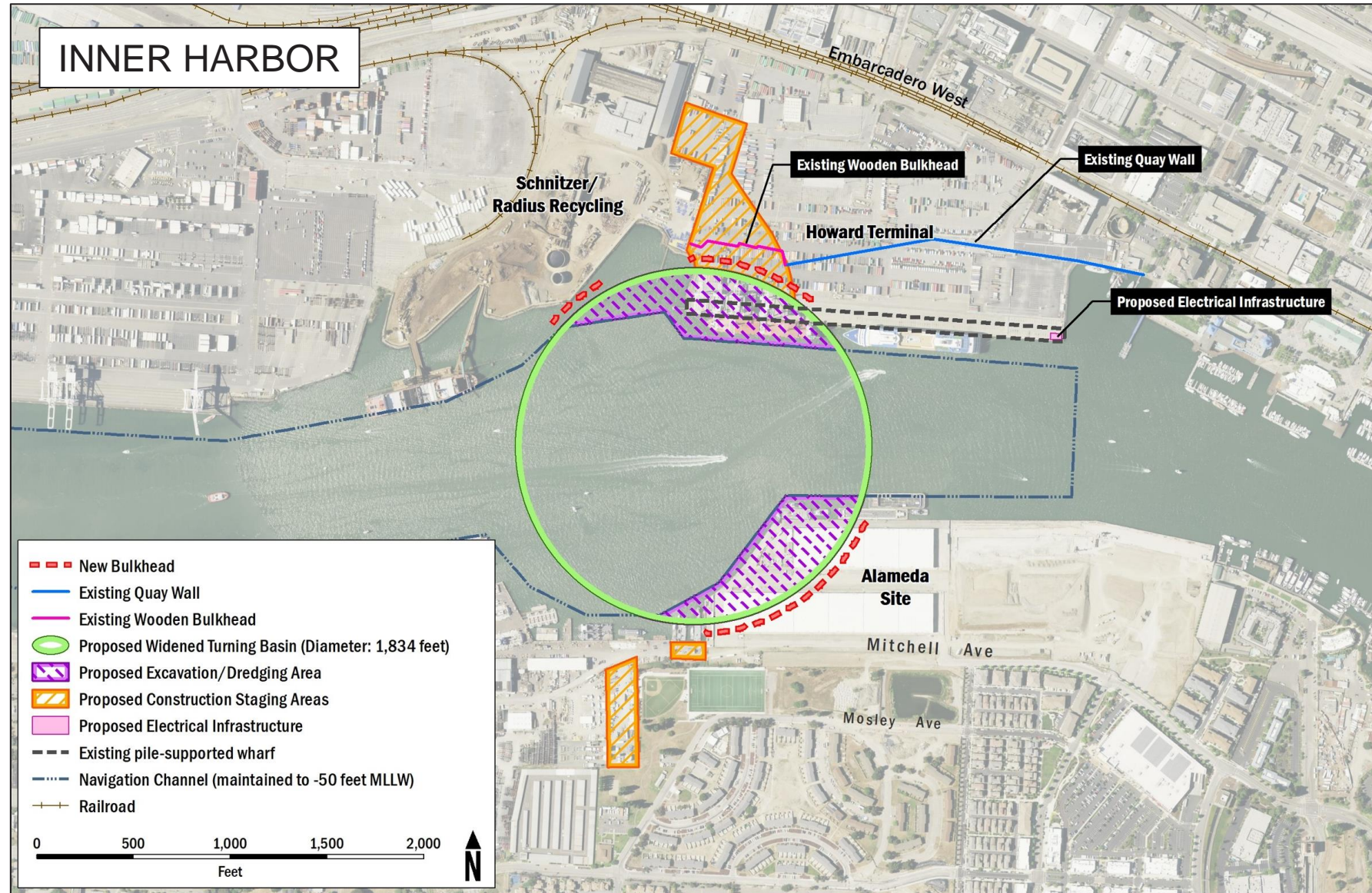
Vessels with Restrictions

 1,115 ft.	PPX2	Post-Panamax Generation II (Super Post-Panamax)	6,801 to 9,900	911 to 1,205	Vessels longer than 1,115 feet: Tide, current, wind, tugboat, and daylight restrictions with an additional pilot.
 1,201 ft.	PPX3	Post-Panamax Generation III (New Panamax or Ultra Post-Panamax)	9,901 to 15,000	Up to 1,220	Vessels longer than 1,115 feet: Tide, current, wind, tugboat, and daylight restrictions with an additional pilot. Vessels longer than 1,210 feet at the IHTB: Cannot use the existing IHTB to turn around, must dock portside only, and must leave by backing out.
 1,312 ft.	PPX4	Post-Panamax Generation IV (New Post-Panamax)	>15,001	1,295 to 1,315	Tide, current, wind, tugboat, and daylight restrictions with an additional pilot*. Inner Harbor: Cannot use the existing IHTB to turn around, must dock portside only, and must leave by backing out.



PROJECT DESCRIPTION - RECOMMENDED PLAN

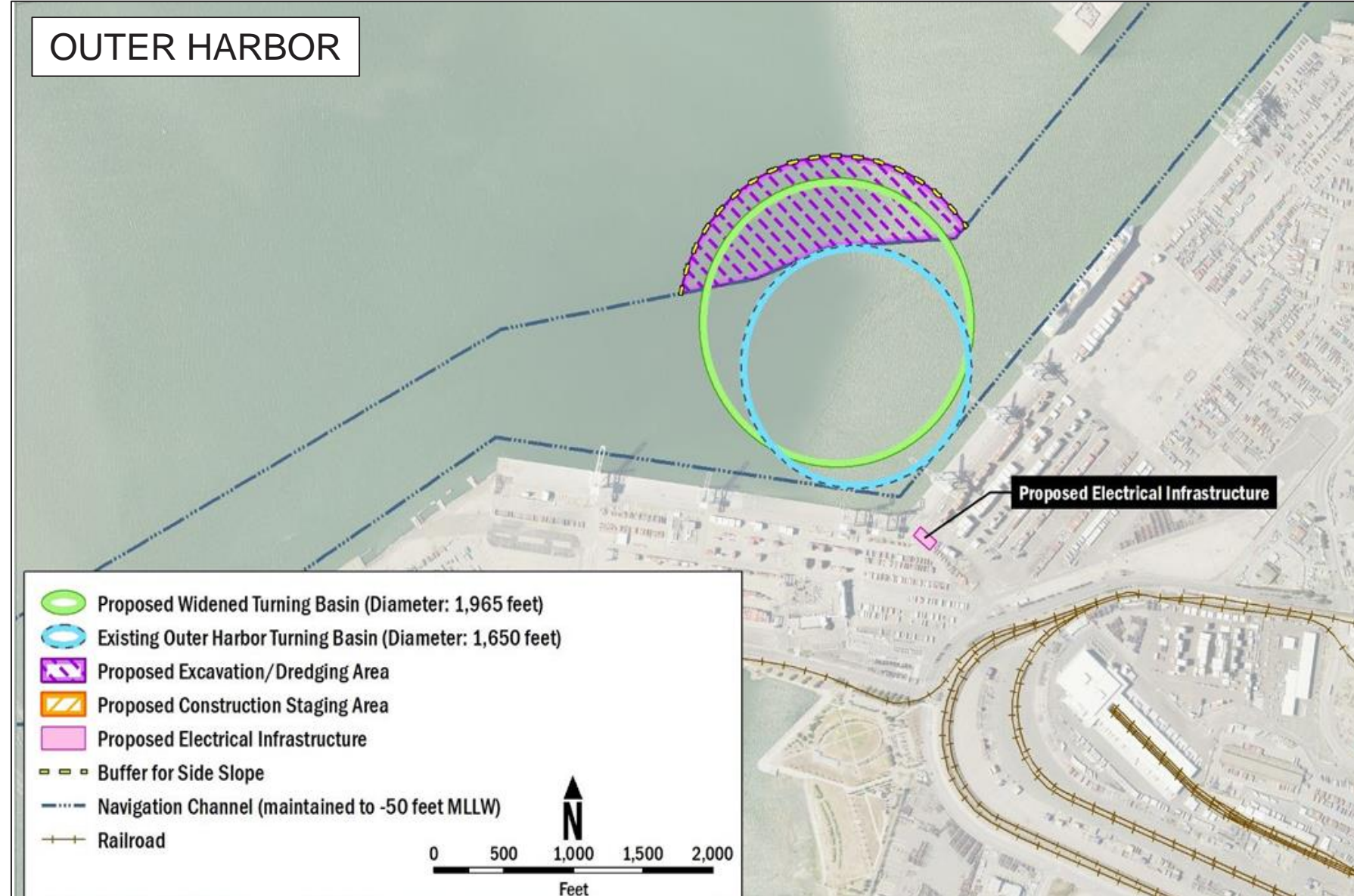
- Increase basin area by 334 feet
- Removes land from shoreline in Oakland and Alameda
- Install a new bulkhead
- Dredge material
- New electrical infrastructure





PROJECT DESCRIPTION - RECOMMENDED PLAN

- Increase basin area by 315 ft
- Dredge material
- New electrical infrastructure





PUBLIC ENGAGEMENT MEETINGS

Interagency Coordination Team

January 2021
 May 2021
 August 2021
 June 2022

Resource Agency Working Group

October 2020
 May 2021
 August 2021
 September 2022

Community Stakeholder Engagement

23 August 2021
 12 January 2022
 15 February 2023
 10 May 2023
 14 June 2023

Oakland Acorn and Prescott neighborhood council(s)

31 March 2022
 07 April 2022

West Oakland Environmental Indicators Project

12 May 2022
 07 September 2023

Port of Oakland CEQA

14 June 2022
 15 June 2022
 25 Oct 2023
 06 Nov 2023
 07 Nov 2023
 14 Nov 2023

Resource Agency Coordination

December 2022- May 2023 (weekly)





SUMMARY OF COMMENTS: PUBLIC REVIEW

Common themes

- Request to perform an EIS rather than the EA that was released
- Request to integrate NEPA and California Environmental Quality Act (CEQA) documents
- Impacts to Air Quality
- Concerns about inducing Port growth (landside and dockside)
- Impacts to Water Quality
- Timing of construction, requesting delay until Port has completed electrification
- Insufficient public engagement
- Preference for an outer basin-only alternative
- Support for beneficial use of dredged material
- Support for use of electric dredges

Response to public comments

- Responses will be included in the Final IFR/EA
- Coordination with resource agencies will be conducted as appropriate



MITIGATION MEASURES

Pile Driving Related

- Avoidance of bird breeding season.
- Biological and hydroacoustic monitoring plan prior to construction start.
- Use of vibratory pile drivers, when possible, impact pile drivers when necessary.
- Requiring construction contractor to use noise reducing pile driving techniques.

Eel Grass Related

- Survey pre- and post construction.

Dredge Related

- Clamshell bucket, no hydraulic dredging
- Temporary noise barrier.
- Restricted tug movement during nighttime hours.

Particulate Emission Related

- 15mph speed limit on unpaved roads.
- 2-minute idling time limit for diesel powered equipment.
- Require all contractors use equipment that meets CARB's certification standards.

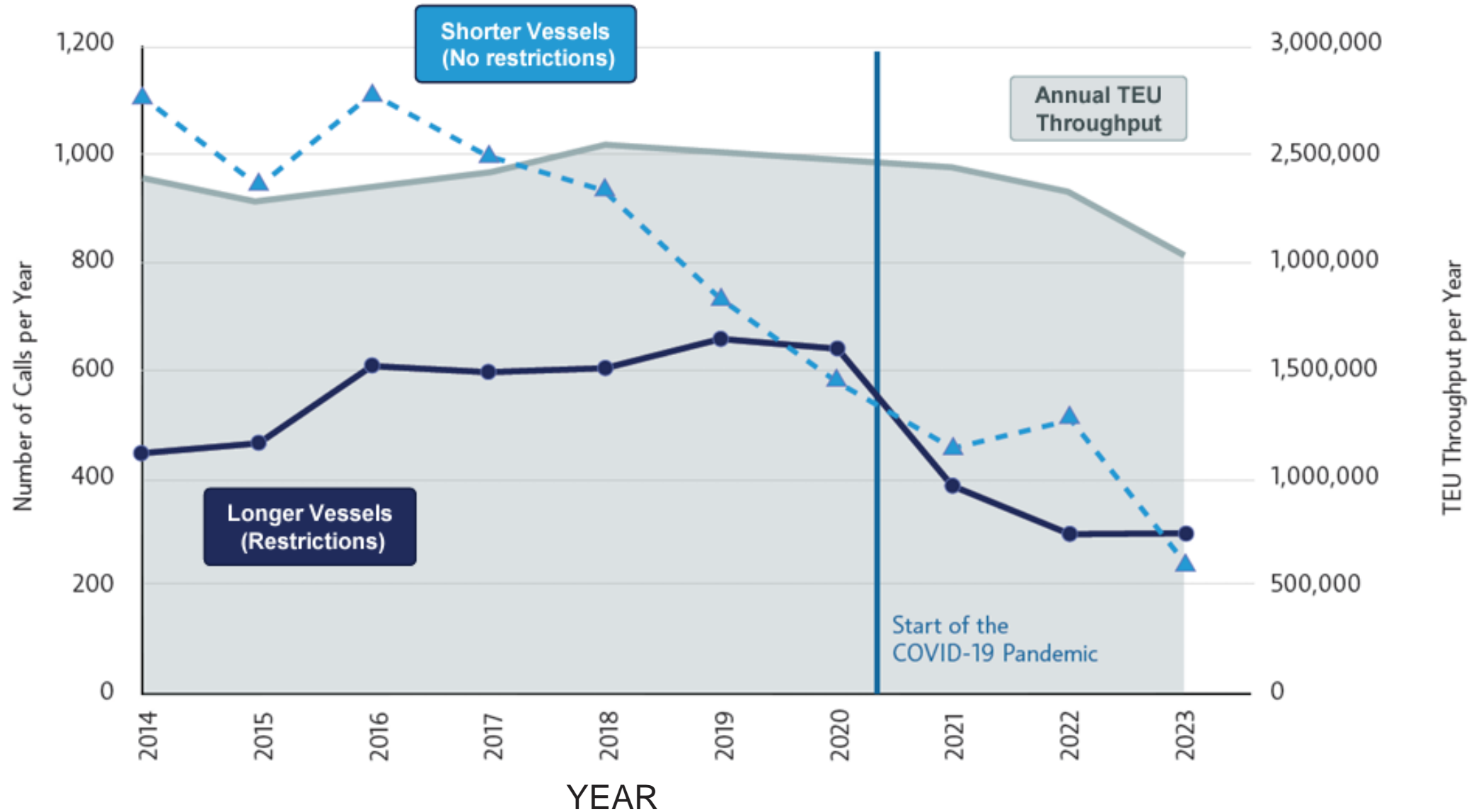


RESPONSES TO INDUCED GROWTH QUESTIONS

- The Recommended Plan **does not** change how many vessels can be docked at any time.
 - Increasing the diameter of the turning basins does not add berthing space.
- The Recommended Plan **does not** change the container handling facilities.
 - The Port's landside container handling capacity remains constant
- The Recommended Plan **does not** affect consumer economic activity in the Bay Area, or the Central and Northern California Market.
 - Economic factors such as recessions, trade agreements, macroeconomic demands, and economies of scale affect global shipping supply and demand.
- The Recommended Plan **does** allow for ships to turn more safely.
 - Smaller ships are being phased out of fleets.
- The Recommended Plan **does** allow for efficiency in departing the harbor.
 - Fewer idling ships, fewer restrictions on ships already in the harbor.
 - Efficiency for vessels arriving in addition to departing



TRENDS OF SHORTER AND LONGER VESSEL CALLS TO THE PORT OF OAKLAND





NEPA COMPLIANCE

September 2020: Request for Cooperating Agencies distributed



December 17, 2021 – February 14, 2022: Comment Period for Initial IFR/EA



April 26, 2023 – June 16, 2023: Comment period on revised IFR/EA



January 17, 2024: Transmission of Final Report including

Final Environmental Assessment to South Pacific Division

Anticipate coordination on Phase II CD during PED (tentatively in 2026)





PHASE II AND CONSTRUCTION

Milestone	Time to Complete
Congressional Approval	
January 2024	-
Pre-construction Engineering and Design (PED)	
July 2025 – July 2027	24 months
Construction	
July 2027 – October 2029	27 months



CONTACT US

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