Commission Briefing on Bridge Safety from Vessel Strikes

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Photo by Jaime Lopez, BCDC

BCDC Oil Spill Response

- BCDC partners with the California Department of Fish and Wildlife's Office of Spill Prevention and Response (OSPR) in the event of oil spill incidents in BCDC's jurisdiction
- BCDC engages in a number of regional and multi-jurisdiction committees, incidents, events, and trainings related to oil spills and other hazards, including the **SF Bay Harbor Safety Committee**
- BCDC staff trains for spills – engaging in drills and exercises
- BCDC staff reviews incident reports, and ongoing incidents and remediation efforts

SF Bay Harbor Safety Committee (HSC)

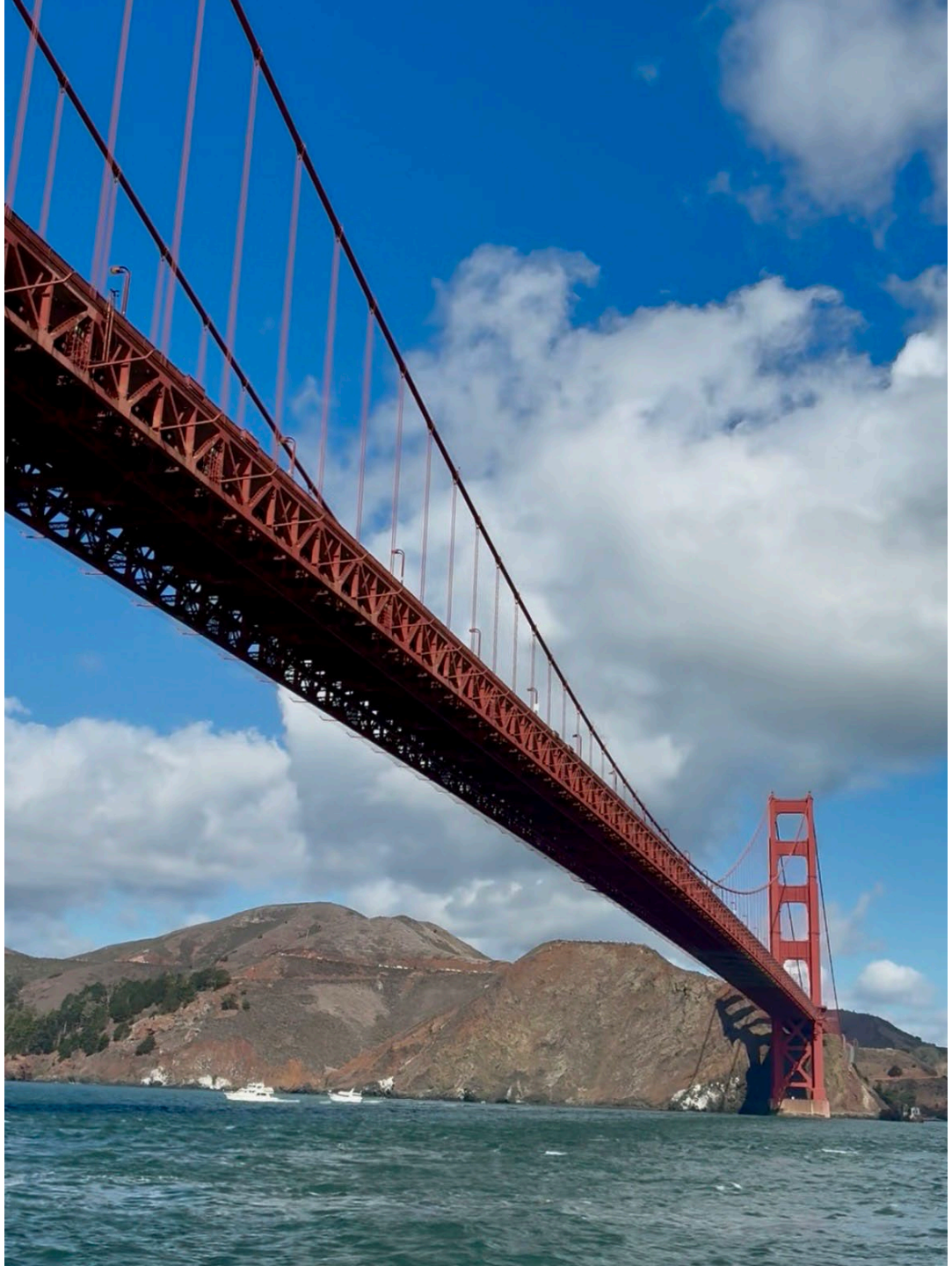
- State-mandated, multi-agency advisory body established in 1990 to plan for safe vessel navigation and operation within San Francisco, San Pablo, and Suisun Bays
- Develop and update the SF Harbor Safety Plan to promotes safe navigation and environmental protection and prevent maritime accidents and oil spills
- BCDC as a voting member, attends the HSC subcommittees and work groups

SF Bay Efforts to Review Risk of Bridges to Vessel Strikes

- After the 2024 F. Scott Key Bridge collapse in Baltimore, ports nationwide began reassessing bridge vulnerability to ship strikes
- In response, MTC/BATA funded a Port and Waterway Safety Assessment (PAWSA), in the summer of 2025, which evaluated navigational risks and mitigation strategies through a multi-day stakeholder workshop
- At the same time, the National Transportation Safety Board (NTSB) required vulnerability assessments for 68 bridges across 19 states
- Together, these efforts provide a stronger foundation for understanding how to reduce risks to people, infrastructure, vessels, and the environment

Maritime Evaluation for Risk Insights and Trends (MERIT) Work Group

- Following the PAWSA, the HSC launched the MERIT Work Group to coordinate a review of the PAWSA and support a regional response in March 2026
- Chaired by Captain David Corbett of the Bar Pilots, with early facilitation by Scott Humphrey of the HSC
  - Includes maritime stakeholders and bridge owners such as MTC/BATA and Caltrans, along with BCDC
- Focus on collaborative, action-oriented solutions addressing navigational, environmental, and operational risks



Thank you!

Photo by Benjamin Dorfman, BCDC