

# 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 SF BAY REGION

Thursday, June 13, 2002

Port of Oakland, 530 Water Street, Oakland, CA

**Capt. Grant Stewart**, American Ship Management, called the public meeting to order at 10:05 and welcomed those in attendance. The Secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance. **Len Cardoza**, Port of Oakland; **Margot Brown**, National Boating Federation; **Brian Dorsch**, Chevron Texaco; **Don Watters**, CSX Lines; **Scott Merritt**, Foss Maritime; **Marina Secchitano**, Inland Boatmen's Union; **Michael Beatie**, Golden Gate Bridge District, Ferry Division; **Capt. Larry Teague**, San Francisco Bar Pilots; **Nick Salcedo** (alternate for Joan Lundstrom), Bay Conservation and Development Commission; and **Kathryn Zagzebski**, Marine Mammal Center. Also present were U. S. Coast Guard representatives **Capt. Larry Hereth** (MSO) and **CDR David Kranking** (VTS); U. S. Army Corps of Engineers representative, **Jim Delorey**; OSPR representative, **Rick Holly**; State Lands representative, **Ken Leverich**; NOAA representative, **LCDR Mike Gallagher**; and Marine Exchange/Clearinghouse representative, **Lynn Korwatch**. In addition, more than twenty representatives of the maritime community and interested public were present.

The following corrections were made to the minutes of the 5-9-02 meeting. **L. Cardoza**: Under USCG Report, 'LCDR' should be capitalized. Page 2, COE Report (2) should read, "Dutra was awarded the contract for the Inner Harbor Turning Basin expansion, a component of the 50' dredging project." **K. Zagzebski**: Noted that she was not present. **M. Beatie**: On page 1, paragraph 2, 'Beatie' should be spelled with one 't'. Correct spelling of Greg Hansard's name. MOTION by **M. Secchitano**, seconded by **B. Dorsch**, to "approve the minutes of the 5-9-02 meeting as corrected." Motion passed unanimously.

The Chair deferred to **M. Beatie** who introduced **Ray Tsuneyoshi**, Director, California Department of Boating and Waterways. **R. Tsuneyoshi** expressed his pleasure at being able to attend. He reported that California boating deaths over the last year are up 23%. This is a trend across the U. S. Boating and Waterways is working with law enforcement officers and stepping up programs to educate the public.

**USCG COTP'S REPORT, L. Hereth** (1) **L. Hereth** delivered a Power Point presentation updating the HSC on JACOB LUCHENBACH oil recovery operations. 2000 birds were killed in 2000 and 2000 in 2001. Experts say that, for the number of dead birds recovered, nine to ten times as many are actually dead. A contract has been executed to remove the oil from the vessel, which is 17 miles off shore, in over 100' of water. The stern is broken off and listing 80°, the bow is broken and parts of the vessel containing oil are submerged in sand. Using saturated diving, crews can work 12 hour shifts, remaining below the entire time. The presentation included slides and descriptions of the equipment being used and of the adverse weather

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conditions encountered. The estimated cost of the contract is \$3.5 million, but weather delays are expected to add another million. Funding comes from the Oil Spill Liability Trust Fund, accessible by the COTP. Participants in the recovery operation include Titan, Crowley, PCCI and Global Diving. Question: How can the oil damage wild life when the temperature is so low that it is below the set point of the oil? **L. Hereth:** Dime and quarter sized globs are coming up and sheening. Fingerprinting tests have identified the oil from the LUCHENBACH as the source of the contamination. One possible explanation is that the oil has stratified over fifty years. Another is that the Navy used a specially blended oil. A third possibility is that it is a type of bunker oil. (2) A written report of port operations statistics for pollution response and investigations and significant port safety events for the period May 1, 2002 through May 31, 2002 is made a part of these minutes. (3) Public meetings will be held to look at new salvage and marine fire fighting requirements. The rulemaking project is designed to help define 'adequate'. Public meetings have been scheduled for Texas, Philadelphia, and, on the West Coast, for Seattle on July 25<sup>th</sup>. (4) The Carquinez Straits will be closed to traffic June 17-July 16, at various times for 4-4½ hours per day. The nature of bridge construction projects is such that closure is unavoidable. The MX will distribute an electronic flyer of the closure schedule. (5) Security. HR 3983 has passed the House and Senate and moved to Conference Committee to resolve the differences. Announcements will be made next week, naming the projects to receive funding through the federal grant program. Recent alerts have advised of the possible threat from swimmers or divers. There is a fine line between classified and unclassified information. These alerts emphasize the importance of being aware of this potential, along with a recognition that acts of terrorism can come by air, water, land or cyber. Naval vessel protection zone rulemaking has been completed. The protection zone around any vessel operated or chartered by the Navy is 500 yards. Maximum penalties for a violation are 6 years in prison and a \$250,000 fine. Question: How can someone know to which vessels this applies? **L. Hereth:** It's easy to recognize a gray hull as a Navy vessel, but others may not be obvious. The rule will be enforced in a reasonable fashion. People will be advised that they are within the protection zone. The CG has started putting Sea Marshals on ferries.

**CLEARINGHOUSE REPORT, A. Steinbrugge.** A written report with statistics for the month of April, 2002 is made a part of these minutes. There were no calls to OSPR in May.

**OSPR REPORT, R. Holly.** This is **B. Dorsch's** last meeting and the seat will become vacant. **Doug Lathrop** will continue to serve as alternate for this tanker representative seat. An announcement will be prepared for the July HSC meeting seeking to fill the vacancy.

**NOAA Report, M. Gallagher.** (1) **M. Gallagher** introduced his replacement **CDR Steve Thompson**, formerly of the National Marine Fisheries California Habitat Office; (Steven.a.thompson@noaa.gov; 206-499-1118). (2) New chart editions scheduled for the

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remainder of calendar year 2002: 18651; San Francisco Bay, Southern Part, including Redwood City, next edition December, 2002. 18656, Suisun Bay; next edition September, 2002. 18658, Suisun Bay, Roe Island and vicinity; next edition August, 2002. Anyone with new material or corrections should submit it. The Chair thanked **M. Gallagher** for his contributions to the work of the HSC.

**COE REPORT, J. Delorey.** (1) The text of the COE Report is made a part of these minutes. (2) **E. Dohm:** Disagreed with the analysis that shoaling in Bulls Head Channel has been insignificant. The channel continues to experience heavy shoaling. The Pilots have requested quarterly surveys, but the scope of these surveys is not expansive enough. **J. Delorey** will check on the status of future surveys including the expanded area recommended by the Pilots. Question: The COE report refers to deepening of the J. F. Baldwin channel. How much deeper will it be? **J. Delorey:** 1-2' to 37'. Question: The Avon Turning Basin was part of the J. F. Baldwin Project. Does that help in efforts to complete the turning basin? **J. Delorey:** No. That is a separate piece with a different sponsor. **L. Cardoza:** For the record, the delay for Oakland Project maintenance dredging is unacceptable and intolerable, with dire economic and safety impacts for the entire SF Bay Area, not just Oakland. The Port of Oakland requested and the COE received all the funds necessary to complete the dredging and the Congress and President expect the COE to maintain 42'. Depth hasn't been 42' since 2000. Although the port is continuing with the 50' Project, they don't even have 42'. There has been sufficient time for the necessary studies and surveys. The COE has been reporting that the project was on schedule and now there is a two-month delay. **P. McIsaac,** San Francisco Bar Pilots: There are more ships going into the Port of Oakland at 40' that have to go to anchor to wait for water. This is disruptive to the operator's schedule, resulting in both economic and safety concerns. The same problems occur in the reverse, with vessels forced to remain at berth waiting for enough water to sail. Question: Will Santa Rosa Creek/Petaluma River be dredged to chart? **J. Delorey:** Dredging will be to authorized depth. Question: What about Pinole Shoal Channel? **J. Delorey:** The channel is not scheduled for dredging this year. **E. Dohm:** Emergency dredging has been done to control depth for the past two years. Doesn't that lead to a change in status? **J. Delorey:** No. The rules have changed and Class 1 status is gone. Now the COE gets money and does as much as it can, in order of priority. **L. Cardoza:** It's important to set a dredging schedule at the beginning of the year and keep to that schedule. The money will go farther if a schedule is maintained. When dredging money designated for this area isn't used in a timely manner, it can be redirected somewhere else when the environmental windows close and then not be available later. We end up with several projects chasing a few pieces of equipment. Question: Would it help for the HSC to write a letter to the COE to go on record? **L. Cardoza:** Has a draft letter. **J. Delorey:** Individual letters from various interests is better; the volume of concern is important. The Chair noted that the HSC can't vote on a letter at this meeting because it isn't on the agenda. A possible vote on the Cardoza draft letter will be agendaed for the next HSC meeting.



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**STATE LANDS COMMISSION REPORT, K. Leveridge.** (1) The last month has been busy, with facility inspections and facility plan reviews. (2) The first spill from a facility all year was a small one in the past month. (3) State Lands will hold a Customer Service Meeting in Hercules on July 31, 2002. (4) The Technical Advisory Group will meet next week to look at security provisions.

**PASSING VESSEL-BERTHED VESSEL INTERACTION.** Power Point presentation by **Scott W. Fenical**, Pacific International Engineering. PIE has looked at deep draft vessel interaction with vessels at berth in various ports. In 1999, the Port of Oakland conducted a hyperwash study in connection with the 50' Project and larger vessels calling. Participants were the Pilots, the Port of Oakland and PIE. An overview and schematic drawings for the Oakland and other studies were presented. In a hyperwash study, models are used to evaluate various parameters to predict and identify the effects of passing deep draft vessels on the configuration of the shoreline, channel specifications, vessels at berth and small craft in the area. Wave gauges are then used to evaluate models of the effects on berthed vessels. From this type of study comes the ability to evaluate navigational channel improvements; evaluate the impacts of channel deepening; design and evaluate the impacts of fleet expansion and bigger ships; and the ability to provide operational guidance to terminal operators and pilots. For more information, consult the PIE website: [www.piengr.com](http://www.piengr.com). Question: Have there been field verifications? **S. Fenical:** The data set doesn't exist. The hydrodynamics have been verified. To get the data for field verifications means significant interruption of terminal operations. PIE will be working in SF later this summer to look at verification. **L. Teague:** The Port Revel Manned Model Training the Pilots take involves scale models passing at different speeds and observing the changes. **L. Teague** or **E. Dohm** can provide more information.

**NAVIGATION WORKGROUP REPORT, L. Teague.** A recommendation was made at the last HSC meeting that the workgroup look at a system for naming a number of upriver berths because the owners keep changing. A progress report will be made at the next HSC meeting.

**UNDERWATER ROCKS WORKGROUP REPORT, L. Cardoza.** (1) **L. Cardoza** stated that he would like to take this opportunity to add to his earlier comments and report on the 50' Project. He stated that he is delighted with the progress of the project. It is on budget, on schedule, with no environmental violations. (2) The full report of the workgroup is made a part of these minutes.

**FERRY OPERATIONS WORKGROUP REPORT, M. Beatie.** The Bay Area Ferry Operators are meeting on 7-2-02. After that, a meeting will be scheduled with the workgroup to discuss what comes up at the operators' meeting.



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**HUMAN FACTORS WORK GROUP, D. Watters.** No report.

**PREVENTION THROUGH PEOPLE WORKGROUP, M. Brown.** The workgroup is scheduled to meet on 6-25-02 at 9:30 at State lands in Hercules to seriously begin work on looking at producing a video of the Bay Area similar to the one done in Charleston.

**TUG ESCORT WORKGROUP REPORT, B. Dorsch.** The letter which was drafted to tanker owners regarding tug training has gone out or is about to go. **A. Steinbrugge** confirmed that the next meeting of the workgroup is on 6-19-02 (misprint on published schedule).

**HARBOR SAFETY PLAN ANNUAL REVIEW, S. Merritt.** A draft copy of the plan was distributed prior to this meeting so everyone would have time to review it. Thanks to everyone who participated in the review of their sections. To date, four groups have submitted 2001 updates. All updates are not in yet but the plan update is agendaed for a vote. Can the HSC move forward with approval of the plan 'as is' with the possibility of more to come? **L. Korwatch:** It is preferable to include as much as we can. The HSC can approve what is here and approve the rest at a later time. **S. Merritt:** Any group with a place on the HSC meeting agenda should have a submission for the plan that includes a report of progress made in 2001 and goals for 2002. **N. Salcedo** noted that he has some grammatical and format changes that he will submit in writing. The Chair asked if anyone had an objection to moving forward with a vote. None received. **MOTION** by **L. Teague**, seconded by **M. Brown** to "approve the Harbor Safety Plan Review as presented." Ten copies of the draft were available to anyone interested at the meeting. The draft can also be viewed on the MX website, HSC link. The final version will be on the website next month.

**PORTS FUNDING WORKGROUP, S. Merritt.** The group's report and notes from the meeting held 5-15-02 are made a part of these minutes. The workgroup will develop a position paper to be used in gathering support from user groups. The goal is to take the money raised in this way and seek matching funds from public monies. **L. Korwatch** reported that a significant amount of the equipment is not working as a result of a lack of funding. PORTS money is down to the last \$20,000; just enough to keep the phone lines up from now until January. The MX is working on a white paper regarding users and benefits of the system. Question: Assume that the money runs out and the system goes down, will it be possible to re-start it again? What would it take? **A. Steinbrugge:** Yes, all it takes is money. But it would take several thousand dollars to recondition the phone lease lines. You don't just turn them back on. Additionally, if the system is shut down, the NOAA-owned equipment may be moved somewhere else and not be available when the system is re-started. Some of the equipment is owned by the State. **L. Korwatch:** The

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white paper will be ready by next HSC meeting. The PORTS Funding Workgroup will meet again when the paper is ready.

**PORTS REPORT, A. Steinbrugge.** The Oakland current meter is still down. Hopefully, **A. Steinbrugge** can troubleshoot it before the next HSC meeting. The Oakland wind sensor tower is damaged and **A. Steinbrugge** is working on getting a new tower installed. Salinity meters won't go in until funding issues are resolved because they require on-going maintenance. NOAA is in the pre-install phase (prototype production) of the Benicia current meter trial demonstration. **M. Gallagher:** NOAA had an air draft sensor installed on the Oakland-Bay Bridge for three weeks. A tide gauge will be installed to verify the data collected by the sensor. Then, with verification, NOAA will come back to the maritime community for recommendations on where to put air draft sensors, once PORTS funding issues are resolved.

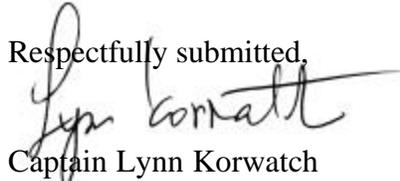
**OLD BUSINESS.** None.

**NEW BUSINESS.** (1) **L. Korwatch:** The steering committee working to resurrect the Propeller Club will meet here at the Port of Oakland today at 1400. (2) **L. Korwatch:** On 7-18-02 at 10:00 at the Port of Oakland, a group will be meeting on the Marine Transportation System. Issues to be addressed include: infrastructure, competition, safety and security and environmental concerns. Call **L. Korwatch** (415-441-5045) to get on the e-mailing list. (3) **B. Dorsch** announced that he is retiring from Chevron Texaco. He thanked the committee members for their friendship and camaraderie and commended the group for their commitment to the work of the HSC. The cooperative attitude and spirit of the committee is key to all that has been accomplished. The Chair thanked **B. Dorsch** for his hard work and attention to detail. (4) **D. Kranking** announced that August 22<sup>nd</sup> marks the 30<sup>th</sup> anniversary of VTS SF. There will be an event to commemorate that and recognize the cooperative efforts of the community during budget cuts, etc.

The next meeting of the HSC will be held at 1000 hours at the Richmond Harbormaster's office on 7-11-02.

MOTION by **L. Teague**, seconded by **B. Dorsch** "to adjourn." Meeting adjourned without objection at 1150.

Respectfully submitted,



Captain Lynn Korwatch  
Executive Secretary

**USCG Marine Safety Office San Francisco Bay  
Port Operations Statistics  
For 1 to 31 May 2002**

<b>PORT SAFETY:</b>	<b>TOTAL</b>
• SOLAS Interventions/COTP Orders:	1
• Propulsion Casualties	1
• Steering Casualties:	0
• Collisions/Allisions:	0
• Groundings	0

<b>POLLUTION RESPONSE:</b>	<b>MSO</b>
<b>Total oil pollution incidents within San Francisco Bay for the month:</b>	21
▪ Source Identification; Discharges and Potential Discharges from:	
Deep Draft Vessels	0
Facilities (includes all non-vessel)	0
Military/Public Vessels	0
Commercial Fishing Vessels	1
Other Commercial Vessels	0
Non-Commercial Vessels (e.g. pleasure craft)	6
Unknown Source (as of the end of the month)	14
▪ Spill Volume:	
Unconfirmed	14
No Spill, Potential Needing Action	1
Spills < 10 gallons	5
Spills 10 to 100 gallons	1
Spills 100 to 1000 gallons	0
Spills > 1000 gallons	0

**Significant Cases:**

MAY – MSO awarded the contract for Assessment and Removal Operations on the SS JACOB LUCKENBACH to Titan Maritime Industries, LLC on May 2<sup>nd</sup>. Mobilization began immediately upon contract award. The Dive Support Vessel (DSV), the Crowley 450-10 barge, got underway from San Francisco to the wreck site on May 26<sup>th</sup>. The DSV was moored at the wreck site in a 6-point mooring, and assessment operations commenced on the same day. Initial Remote Operated Vehicle (ROV) surveys and surface air dives were conducted before weather began limiting operations on May 31<sup>st</sup>.

02 MAY – M/V Mikihana (US) lost propulsion 112 miles south of sea buoy. Vessel made repairs to waste heat boilers to regain propulsion.

03 MAY – T/V Adygeja (LI) found cargo that leaked into ballast tanks. COTP order issued requiring vessel to clean tank before entering port, submit a repair plan, and then be granted permission to enter port to offload product. All conditions of COTP order were met, vessel discharged cargo. COTP order rescinded.

# San Francisco Bay Clearinghouse Report For May 2002

## San Francisco Bay Region Totals

			<u>2001</u>
Tanker arrivals to San Francisco Bay	75		79
Tank ship movements & escorted barge movements	338		374
Tank ship movements	237	70.12%	271
Escorted tank ship movements	114	33.73%	136
Unescorted tank ship movements	123	36.39%	135
Tank barge movements	101	29.88%	103
Escorted tank barge movements	50	14.79%	50
Unescorted tank barge movements	51	15.09%	53
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		0

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	209		320		0		164		693	
Unescorted movements	104	49.76%	165	51.56%	0	0.00%	83	50.61%	352	50.79%
Tank ships	78	37.32%	117	36.56%	0	0.00%	54	32.93%	249	35.93%
Tank barges	26	12.44%	48	15.00%	0	0.00%	29	17.68%	103	14.86%
Escorted movements	105	50.24%	155	48.44%	0	0.00%	81	49.39%	341	49.21%
Tank ships	77	36.84%	110	34.38%	0	0.00%	48	29.27%	235	33.91%
Tank barges	28	13.40%	45	14.06%	0	0.00%	33	20.12%	106	15.30%

### 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 2002

## San Francisco Bay Region Totals

			<u>2001</u>
Tanker arrivals to San Francisco Bay	310		710
Tank ship movements & escorted barge movements	1,367		3,501
Tank ship movements	900	65.84%	2,376
Escorted tank ship movements	489	35.77%	1,110
Unescorted tank ship movements	411	30.07%	1,266
Tank barge movements	467	34.16%	1,125
Escorted tank barge movements	264	19.31%	609
Unescorted tank barge movements	203	14.85%	516
Percentages above are percent of total tank ship movements & escorted barge movements for each item.			
Escorts reported to OSPR	0		6

<u>Movements by Zone</u>	<u>Zone 1</u>	<u>%</u>	<u>Zone 2</u>	<u>%</u>	<u>Zone 4</u>	<u>%</u>	<u>Zone 6</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Total movements	841		1,274		0		682		2,797	
Unescorted movements	371	44.11%	577	45.29%	0	0.00%	301	44.13%	1,249	44.65%
Tank ships	267	31.75%	401	31.48%	0	0.00%	179	26.25%	847	30.28%
Tank barges	104	12.37%	176	13.81%	0	0.00%	122	17.89%	402	14.37%
Escorted movements	470	55.89%	697	54.71%	0	0.00%	381	55.87%	1,548	55.35%
Tank ships	309	36.74%	468	36.73%	0	0.00%	217	31.82%	994	35.54%
Tank barges	161	19.14%	229	17.97%	0	0.00%	164	24.05%	554	19.81%

### 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.

**Harbor Safety Committee  
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**Report of the  
U.S. Army Corps of Engineers, San Francisco District**

**June 13, 2002**

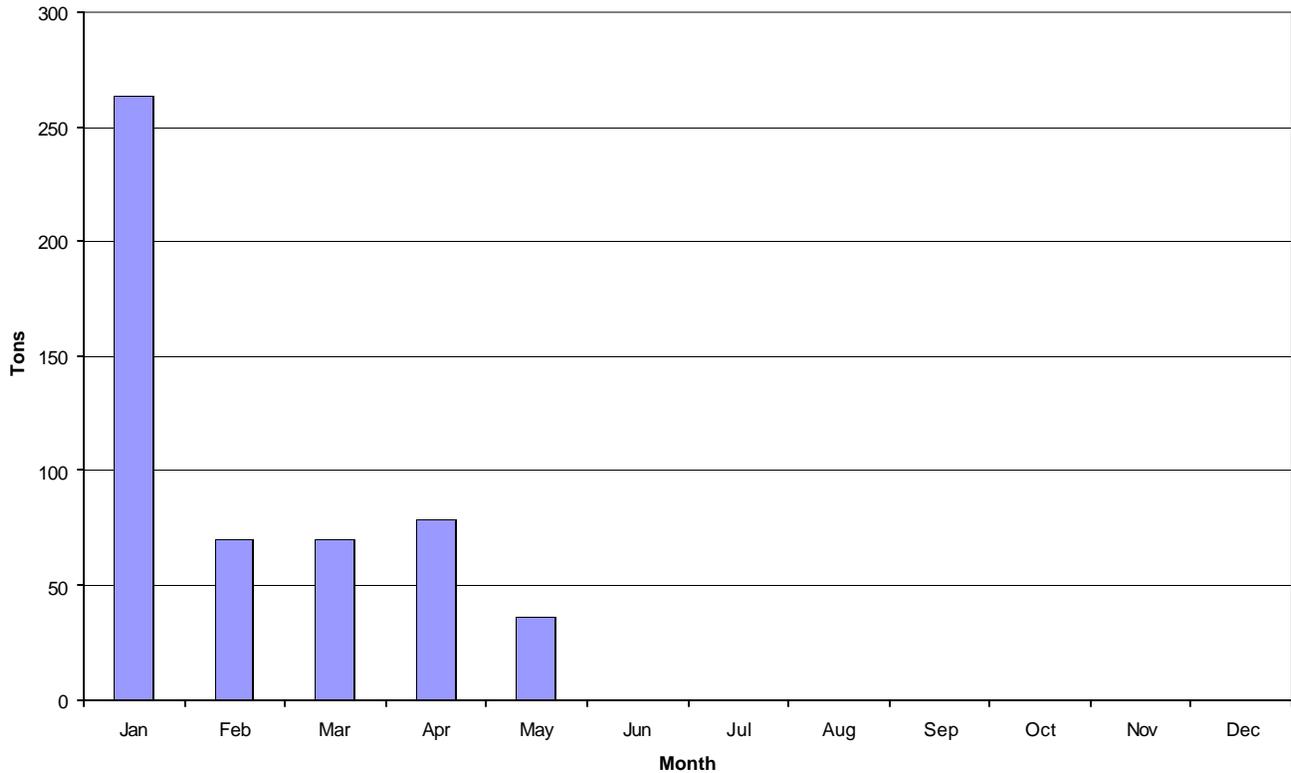
**1. CORPS 2002 O&M DREDGING PROGRAM**

- a. **Main Ship Channel** – Dredging complete – waiting post dredge survey – Large survey boat in for repairs
- b. **Richmond Outer and Southampton** – Project completed for this year
- c. **Richmond Inner** – May – June 2002 time frame – Ocean Disposal.
- d. **Oakland (Inner & Outer)** – Late August 2002 timeframe – Ocean Disposal.
- e. **Suisun Bay Channel** - June- July 2002 timeframe – Project will be dredged with the Corps dredge Essayons (due here about 24 June) and the material will be disposed at SF-16.
- f. **San Rafael** – This is a congressional addition to the Corps budget – Corps expect work to start in September – In-Bay/Winter Island Disposal.
- g. **Petaluma** – This is a congressional addition to the Corps budget – Corps expect work to start in August – Upland Disposal.
- h. **Larkspur** - August - September 2002 timeframe – In-Bay Disposal at Alcatraz. Anticipate a August start because of environmental window in one location of the channel and about a 45 day duration. Still on schedule to award contract in late July or first part of August. Condition survey has been completed and there is approximately 120,000 cubic yards to dredge.
- i. **Redwood City** – Post dredge survey showed that the contractor did not complete this project last year. Dredging has been completed and project is complete.

**2. DEBRIS REMOVAL**

The total tonnage of debris collected on the San Francisco Bay for May 2002 was approximately **36** tons. This is **down** from the **79** tons for April.

### Debris Removal 2002



### 3. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

a. **Oakland 50-ft** – Construction is underway. Corps has awarded the second construction contract to Dutra and the contractor has started work. The second contract covers the Inner Harbor Turning Basin Phase I A-2. This contract covers some demolition, marine construction and a little dredging. The Corps has received approximately 8.4 million dollars for the project this year. The Corps is not scheduled to award any more contracts for this year.

#### b. **S.F. Rock Removal Feasibility Study** -

A contract for a Risk Model has been awarded and the preliminary results of the risk model are expected at the end of July. We have also received the draft oil spill model. This model provides the first estimate of damage caused by an oil spill. This will be used to balance against the cost of removing the rocks. Blossom Rock has been selected as a second spill site location to run the oil spill model and this analysis is starting.

**c. Avon Turning Basin.**

The Corps expects to sign a Pre-construction Engineering Design (PED) cost sharing agreement with Contra Costa County on this project within the next few weeks. This will allow this project to start moving forward.

Congress added \$250,000 this FY to prepare a General Reevaluation Report (GRR) and evaluate the feasibility of constructing a Turning Basin at Avon. This Basin is part of the un-constructed Phase III, John F. Baldwin Ship Channel project. To initiate this study the COE has prepared a Study Plan and has submitted a draft 50/50 cost sharing agreement to Contra Costa County, for their consideration. The County has agreed with the Corps model PED agreement and the District is working with Division and Headquarters to complete the document in July.

**4. EMERGENCY DREDGING**

We continue to monitor the problem area in the Suisun Channel that has required emergency dredging in the past. Last survey showed this area to be satisfactory. April survey showed this area to still be below depth. Additional survey was performed on May 2, 2002, waiting for this survey to be worked up.

**5. CORPS' BUDGET**

Status unchanged.

Corps has received the funds for projects scheduled this year. After review of the funding for this year, there is some concern we could be short of funds. However, this will depend on the actual shoaling rates on our projects. However, the Corps still intends to complete all projects scheduled for this year. The Corps budget contains congressional additions for San Rafael and Petaluma maintenance dredging.

**6. OTHER WORK**

The San Francisco District and the Sacramento District are looking at a joint feasibility study to deepen the JFB Ship Channel from Avon to Stockton. This would be only 1 or 2 feet. Reconnaissance Study was performed a couple of years ago. Division has given ok to proceed with study. The Corps expects to sign the Pre-construction Engineering Design agreement with the Port of Stockton within the next few weeks. This will start the Phase 1 study on salinity and economics.

## Memorandum

**Date:** May 30, 2002

**To:** Harbor Safety Committee, San Francisco Bay Region

**From:** Len Cardoza

**Subject:** Underwater Rocks Work Group Report

Summary: The Underwater Rocks Work Group held a meeting on May 16, 2002 at the California State Lands Commission offices, Hercules, CA. The central theme for the meeting was the status of the Corps of Engineers (CoE) Feasibility Study (FS) for the project. Attendees for the Rocks Work Group included representatives from the Corps of Engineers (CoE), FS consultant team members, California State Lands Commission (CSLC), San Francisco Bar Pilots, Bay Conservation and Development Commission (BCDC), Marine Exchange, and OSPR.

Status of Contracts. Attendees discussed the status of contracts required for the FS.

- Risk Assessment Model. The CoE awarded the contract for the Risk Model to the firm EQE. Anticipate draft report in June 2002.
- Benthic Survey. Complete. Final Report is posted on the CoE web site.
- Oil Spill Model. Draft report received February 14, 2002. Comments from reviewers were transmitted back to consultant (ASA) for incorporation into the final report. The executive summary for the voluminous report will be published on the CoE web site.
- Geotechnical Analysis. As previously reported, the CoE was not able to come to an agreement with the consultant team on cost and scope of work. The CoE is proceeding with a literature search based on previous geotechnical investigations in the area. This approach will control costs and provide sufficient level of detail for the feasibility study. The information will be used to refine the scope of work for additional geotechnical analysis during the design phase of the project.
- Marine Geophysical Investigation. Complete. The report has been posted on CoE web site.
- Cultural Resource Survey. Complete. The report has been posted on the CoE web site.
- San Francisco District, Corps of Engineers web site. [www.sfn.usace.army.mil/](http://www.sfn.usace.army.mil/) Click on publications/studies for reports referenced above.

F-3 Conference. San Francisco District, CoE developed an "Information Paper" (summary of issues) in preparation for the Feasibility Study 3rd Milestone (F-3) conference, tentatively scheduled June 10, 2002. The Information Paper has been forwarded to Headquarters, U.S. Army Corps of Engineers (HQUSACE). As previously reported, this is the first conference with the CoE leadership above District level, also referred to as the Feasibility Scoping Meeting. The conference will focus on the present project area conditions, and the economic analysis / risk assessment for the project, together with preliminary alternatives analysis.

Status of EIS/R. Detailed information is required on the proposed construction methods in order to evaluate the potential environmental impacts of each alternative. The Consultant team prepared a list of specific questions regarding these methods. The COE continues work on a response.

Project Alternatives. As previously reported, The Coe prepared a listing of preliminary alternatives, as part of the plan formulation process for the F-3 Conference. They include Structural Measures (Rock Lowering Alternatives and Channel/Lane Rerouting Alternatives) and Non-Structural Alternatives (Enhanced Tug Escort, Clean-up Response, and Aids to Navigation). The plan formulation process also includes a discussion of construction techniques and disposal of rock rubble; environmental comparisons; and the no action (without project) alternative necessary to complete the NEPA/CEQA process.

Draft Coordinating Act Report (CAR). Attendees discussed the draft CAR prepared by the U.S. Fish and Wildlife Service (FWS) for the project. Potential issues include, but are not limited to, blasting impacts; required mitigation as a result of loss of sub-tidal rocky habitat; effect on recreational fisheries; statistically based risk analysis (probability of an oil spill event and resulting damage); and potential changes in hydrology as a result of changes in bathymetry.

OSPR. Chris Klumpp, OSPR, gave a presentation on oil spill response planning and exercises in San Francisco Bay. The presentation included Area Contingency Plans (ACP), Site Information Spill Response Strategy (SISRS), Oil Spill Response Organizations (OSROs), response drills, Sensitive Site Exercise Program, and response resources in the San Francisco Bay. Response resources in the San Francisco Bay include oil booms, skimmers, vessels, human resources, storage (shoreside and waterborne), vehicles, communication equipment, portable pumps, command posts, and generators. The group also discussed possible technological advances in the use of dispersants.

Budget/Schedule. Delays in developing a listing of alternatives, together with baseline environmental conditions (including fisheries resources) have impacted the FS schedule. The revised scheduled completion date for the study is of 1/8/04. The study remains on budget.

Meetings. The next Underwater Rocks Work Group meeting is scheduled **June 20, 2002, 1000hr - 1200hr** (CSLC Offices, Hercules, CA).

# Ports Work Group

## Group Memory 5/15/02

### Background

The Physical Ocean Real Time System (PORTS) was originally designed, installed and maintained by N.O.A.A. with the intention of turning over the maintenance to local sources utilizing non-N.O.A.A. funding. N.O.A.A. will continue to provide technical support and verify (guarantee) the accuracy of the data provided the system is maintained to N.O.A.A. standards.

It is estimated that the annual cost of properly maintaining the system will be in the range of \$175,000. Over the past few years the system maintenance has been funded from several sources including the State General Fund (via sponsorship of Boating & Waterways [B&W]). With the current forecast for the State's budget shortfall it is unlikely that we will receive any significant support from the General Fund in the coming years. At a minimum we need \$12,000 to keep the lights on for another 6 months.

This working group is tasked with attempting to come up with a method of funding the maintenance of PORTS on a continuing basis.

### Identify User Group

While identifying the user group is possible, there is not a lot of hard data on the frequency of use. There has been a study, but it is inconclusive. The group did identify the following "Actual" & "Potential" user groups in Attachment I

### Potential Methods of Funding

The following methods of funding were discussed:

- User Fees
  - By frequency of use
    - Honor system
    - "976" Pay for Call method
  - Set fee by user group
    - Amount by ability to Pay
    - Set amount by group
- Vessel Taxes
  - Existing Taxes (Recreational Boat Registration)
- Contributions
  - One Time
  - Recurring
- Other
  - Advertising on Web Page
  - Discretionary Public Funds

Conclusions

The working group spent a lot of time on how realistic it was to assume this group could fund ports. The conclusion was that given B&W past support, and the significant number of members on the Harbor Safety Committee that represent the majority of key user groups, that there was a good opportunity to rally support for funding the system. The sheer number of participants should keep the individual burden carried by anyone group close to the value that group should perceive the system provides them. To that end the following to do list was created.

1. Develop a position paper to be used in the selling of the PORTS system to the various user groups.
  - a. Collect past articles on PORTS
  - b. Collect past papers or brochures on PORTS
2. Have the Harbor Safety Committee contacts explore and solicit support from the key user groups. Attachment II, has a list of potential sources and their associated HSC contact if identified.

## Attachment I - Actual &amp; Potential User Groups

- Commercial
  - Pilots
  - Tug & Barge
  - Ferries
  - Dredgers
  - Construction
  - OSRO's
  - Fisherman
  - Terminals
- Public
  - CMA
  - Army Corp
  - Marad
  - USCG
  - USGS
  - NOAA
  - Fisheries
  - Rock Removal
  - OES
  - Educational
    - CMA
    - Fish Schools / Schools of Oceanography
  - Port Authorities
- Recreational
  - Yachts (Power)
  - Sailors
  - Kayak
  - Wind Surfers
  - PWC (Jet Skis)
  - Yacht Clubs
    - Race Information
  - Local Knowledge (Info Service)
  - Fishermen
  - Marinas

## Attachement II

- Boating & Waterways
  - PMSA / Marine Exchange
  - Oil Terminals
  - Tugs and Barges
  - PORTS
  
  - MARAD
  - PILOTS
  
  - WTA
  - Ferries
  - MTC / Cal Trans
  - USCG
  - MTMC? Port Chicago
  - BCDC
  - Private
    - Ocean Routes
    - OCENS
    - Local Knowledge
- Mik Beatie / Ray Tsuneyoshi  
Lynn Korwatch  
Marc Bayer / Doug Lathrop / Esom  
Scott Merritt / Margaret Reasoner  
John Davies / Len Cardoza / Tom  
Wilson / Nancy Pagen
- Pete McIssac / Eric Dohm / Larry  
Teague  
Marina Secchitano  
Mik Beatie
- Larry Hereth