

Harbor Safety Committee

of the San Francisco Bay Region

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

Draft Minutes

Harbor Safety Committee of the San Francisco Bay Region

May 8, 2025

Port of San Francisco, South Beach Harbor

The Embarcadero, San Francisco, California

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:05.

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: **Cody Aichele-Rothman** (M) Bay Conservation and Development Commission; **Capt. Jordan Baldueza** (M), United States Coast Guard; **Christie Coats** (M), Port of Redwood City; **Robert Estrada** (M), Inlandboatmen's Union; **Jeff Ferguson** (M), NOAA; **Patrick Forrester** (M), Port of San Francisco; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Kevin Hartley** (M), Crowley Petroleum Services; **Capt. Tony Heeter** (M), Blue and Gold Fleet ; **Tammie Lasiter** (A), SSA Terminals; **Erin Pierson** (M), Crowley; **Capt. Paul Ruff** (A), San Francisco Bar Pilots; **Randy Scott** (M), Port of Benicia; **Justin Taschek** (A), Port of Oakland; **Jessica Vargas** (A), US Army Corps of Engineers; **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 April 10, 2025, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. The regional Ports and Waterways Safety Assessment (PAWSA) 2025 Workshop was conducted successfully in April at the Port of Oakland. A report on the MTC funded PAWSA will be published and added to the Harbor Safety Plan. Congratulations were given to the 2025 Cal Maritime graduating class.

Coast Guard Report- Capt. Jordan Baldueza

- Recent IMD cases include a fishing vessel which ran aground on April 12th causing a 500-gallon diesel spill, and a recreational vessel which sunk on April 26th discharging approximately 120 gallons of diesel and requiring activation of the Oil Spill Liability Trust Fund for cleanup.

Harbor Safety Committee

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- The USCG responded to the May 5th fire at the Benicia Valero refinery and found no waterway pollution.
- The USCG participated in the regional PAWSA Workshop conducted in April.
- Opening Day on the Bay was held on April 27th.
- On May 1st, the USCG met with AWO and port partners from the tug and barge industry.
- Limited recreational salmon fishing will be allowed on June 7-8. There will not be a commercial season.
- The barque training vessel USCG Cutter Eagle will be visiting the region in June - July and tours will be available.
- ENS Saralyn Young read from the April- 2025 Prevention/Response Report (attached).

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). FY24 Oakland Harbor dredging is still ongoing. Planning for FY25 dredging continues. Debris removal for April was below average. USACE assisted with deceased whale towing. The debris vessel Dillard is back in service after repairs were completed. Work continues on the Regional Dredge Material Management Plan and Oakland Harbor Turning Basins Widening Study. USACE Change of Command will be held on June 10th. LTC Virginia Brickner will be the new San Francisco District Commander. Surveys are posted and a channel condition report is included.
- Stas Margaronis, Propeller Club, asked about reported federal budget cuts to dredging. Jessica Vargas advised that nationwide cuts have been proposed but no details are available.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- A new HSC member has been appointed to the committee: Joseph Vezzali, Levin Richmond Terminal, primary HSC member representing Dry Cargo Vessel Operators II.
- OSPR is considering updating Tanker Escort Program regulations for Articulated Tug and Barges (ATBs).
- An updated HSC membership vacancy announcement will be distributed. Applications for vacant positions are welcome. Contact: michael.zamora@wildlife.ca.gov

Harbor Safety Committee

of the San Francisco Bay Region

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

NOAA Report- Jeff Ferguson

- The voluntary Vessel Speed Reduction (VSR) program goes into effect on May 1st. Vessels are requested to reduce speed offshore for whale protection. The new West Sacramento Tide Station is operational, and a backup tide gauge has been installed. Data is being used to update local tide predictions.

State Lands Commission Report- Bob Davila (report attached)

PORTS Report- Marcus Freeling

- Service of PORTS buoy-mounted current meters is scheduled for the week of May 26th. Upgrades are being planned for the Bay Bridge Air Gap Station. The station is operational but old equipment needs to be replaced. Obsolete satlinks will be replaced at several PORTS stations. Plans are being made to Relocate the Oakland Berth 67 Weather Station due to future construction at the port. Deck replacement at the Martinez Amorco dock may temporarily impact the tide, current, and visibility stations located there. Routine PORTS maintenance is ongoing. San Francisco PORTS equipment is aging and an increasing number of upgrades are required to maintain functionality.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Report on the San Francisco Pier 39-45 Remediation Project- Kathryn Purcell, Port of San Francisco

- Kathryn Purcell, Port of San Francisco, and Rob Saur, PG&E, gave a presentation to the committee on the Beach Street Offshore Sediment Remediation Project along the northern San Francisco waterfront (slides attached). Work is scheduled for June – November 2025. Sediment in the region was contaminated by a historic gas plant. PG&E and the Port of San Francisco are responsible for remediation which includes dredging in 2025 – 2030. Remediation plans and required permits are in place. 2025 work will focus on Piers 43 – 43½ which requires the temporary relocation of the Red & White Fleet and USS Pampanito. Dredged areas will be capped with clean rock and soil. Contaminated dredge material will be transported to the Montezuma disposal site in Collinsville. Notice to Mariners will be issued in addition to public outreach. Plans are in place to protect the environment and public. Work will be paused if whales are detected in the vicinity.
- Robert Estrada asked about relocation costs for impacted tenants. Rob Saur advised that tenants will be compensated for relocation costs due to the project. Robert Barley, Golden Gate

Harbor Safety Committee

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Ferry, advised that mud scow transits to Montezuma may impact ferries due to slow bell requests. Rob Saur advised that efforts will be made to adhere to the work schedule.

Approximately 30 – 40 mud scow transits to Montezuma are planned in 2025. Dredging work will be conducted mainly on weekdays from 7:00am – 6:00pm. 20,000 cubic yards of dredge material are expected to be transported in 2025 with a total project volume of 120,000 cubic yards. Capt. Baldueza advised of potential conflict with Fleet Week in October. Robert Estrada asked about environmental effects from the dredging. Rob Saur advised that a turbidity curtain will be used to minimize water contamination and water quality monitoring will be conducted. Kathryn Purcell advised that the project design meets CEQA requirements. Kathi George advised that The Marine Mammal Center was consulted. Project Website: www.sfport.com/beachstreet

Work Group Reports-

Tug Work Group- Erin Pierson: The Work Group is collaborating with the Tanker Tug Escort Work Group on updating escort regulations. A meeting with USCG and AWO was held.

Navigation Work Group- Capt. Paul Ruff: Advised that he is leaving the HSC and a new alternate member from the San Francisco Bar Pilots will be appointed.

Ferry Operations Work Group- Capt. Tony Heeter: Increased whale activity is being reported, and mitigating impacts is a priority. Updated ferry routing protocol lanes are helpful by allowing easier deviation to avoid conflict with whales. Ferries keep whale lookouts and reduce speed when whales are present. Ferry schedules have been minimally affected by the extra precautions. Kathi George advised that a Letter of Recognition will be given to ferry operators for their proactive efforts to protect whales. Five necropsies of deceased whales were recently conducted. The cause of death was unconfirmed in four cases, and one was the result of a vessel strike. Capt. Heeter advised lithium battery firefighting continues to be a focus of the Work Group and stakeholder participation is welcome. Scott Humphrey advised that the final draft of updated ferry routing protocol guidelines will be distributed, and an HSC vote will be held for approval.

Dredge Issues Work Group- Nothing to report.

PORTS Work Group- Justin Taschek: The Oakland Berth 67 Weather Station will need to be relocated, and the Port of Oakland will work with the Marine Exchange on finding a suitable site.

Prevention through People Work Group- Scott Grindy: A California Boating Card is now required for recreational boaters. A BAMO meeting will be held next Thursday. Several boats have moved to Brisbane due to the closure of Oyster Cove Marina and may present a safety hazard.

Harbor Safety Committee of the SF Bay Region

May 8, 2025

Page 4

Harbor Safety Committee

of the San Francisco Bay Region

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

Marine Mammal Work Group- Kathi George: Four sealions, two harbor seals, and two harbor porpoises were killed by confirmed vessel strikes between 2017 and 2023. Thirty gray whales and five humpback whales have been sighted in the bay this year. There was a gray whale mortality event between 2019 and 2023, and the population is still struggling. Gray whales feed in mud and sediment. USACE has assisted with towing whale carcasses. The Whale Safe Buoy is offline. Public outreach was conducted during Opening Day on the Bay for recreational boaters. A Work Group meeting will be held at noon today. The June HSC meeting will be held at the Marine Mammal Center.

Tsunami Ready Maritime Work Group – Scott Humphrey advised the Work Group met last month and another meeting is scheduled next Wednesday. A chairperson has not been appointed yet. NYK Lines has a global tsunami plan in place which can help inform the Work Group.

Tanker Tug Escort Work Group – Scott Humphrey advised that the Work Group met last month to begin the process of reviewing escort program regulations. A chairperson will be selected. OSPR is updating escort regulations for ATBs.

Public Comment-

- Stas Margaronis advised that federal tariffs and trade issues are a major concern. The Port of Los Angeles predicts a 35% reduction in container volume in May. Industry impacts are expected. The ILWU is against tariffs. Trade negotiations with China are ongoing. Agricultural exports are being impacted by retaliatory tariffs. Ripple effects will cause further disruption to shipping at the Port of Oakland.
- USCG District 11 advised that enforcement of illegal charters is a priority. Report issues with charter vessels including lack of a USCG license, lack of an inspection sticker, and insufficient safety equipment. Violations are down but reporting illegal charters to the USCG Command Center is encouraged. Public outreach materials will be shared with the committee. Capt. Heeter advised that some charter vessels carry too many passengers and there is confusion about regulations.

Old Business-

- Cody Aichele-Rothman advised that the annual Harbor Safety Plan (HSP) Update is ongoing. The vote to approve the 2025 HSP Update will be held at the June HSC meeting.

Harbor Safety Committee

of the San Francisco Bay Region

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

New Business-

- Chris Gallup, Hornblower, advised that a marine firefighting tabletop exercise will be held on June 10th and participation is welcome.

Next Meeting-

1000-1200, June 12, 2025
The Marine Mammal Center
2000 Bunker Road, Sausalito, California

Adjournment-

A motion to adjourn the meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 12:03.

Respectfully submitted: Marine Exchange of the San Francisco Bay Region

SIGNIFICANT PORT SAFETY AND SECURITY CASES (APRIL 2025)	
MARINE CASUALTIES	
Grounding (12APR25): A U.S. flagged commercial fishing vessel grounded on the rocky shoreline near Jenner, CA after the vessel's operator, the sole person on board, fell asleep while at the control station. Once aground, the operator was able to safely climb to shore. The vessel was broken apart by wave action against the rocky shore and was a total loss. Case pends.	
Loss of Propulsion (13APR25): A foreign flagged tank vessel experienced a reduction in propulsion while transiting from Anchorage 9 to Martinez, CA. A failed sensor on the vessel's main diesel engine tripped an alarm, which triggered an automatic reduction in RPMs. The vessel returned to Anchorage 9 to troubleshoot. USCG issued a deficiency, rectify deficiencies prior to movement. USCG received class report attesting to correction of deficiencies. Deficiency cleared. Case closed.	
Loss of Power (21APR25): A U.S. flagged small passenger vessel experienced a loss of power while transiting from San Francisco to Bay Farm Island. A control relay on the starboard generator failed and the generator shut down. The vessel's crew was able to switch to the port generator and the vessel was able to moor safely. USCG issued a deficiency, rectify deficiencies prior to carriage of passengers. USCG received report from technicians attesting to satisfactory completion of repairs, deficiency cleared. Case closed.	
Loss of Propulsion (26APR25): A U.S. flagged inspected towing vessel experienced a loss of propulsion while assisting a vessel near Chevron Long Wharf. The vessel lost clutch on their port side engine and were unable to regain after troubleshooting. USCG issued a deficiency, rectify deficiencies prior to the carriage of cargo, and authorized a one-time transit from Chevron Long Wharf to Pier 17 to conduct repairs. Class attended the vessel and witnessed sea trials following repairs. Deficiency cleared. Case pends.	
Loss of Propulsion (29APR25): A U.S. flagged passenger vessel experienced a loss of propulsion while transiting between Alcatraz Island and Pier 33. USCG issued a deficiency, rectify deficiencies prior to carriage of passengers. Technicians attended the vessel following the completion of repairs and witnessed sea trials. Deficiency cleared. Case pends.	
VESSEL SAFETY CONDITIONS	
NSTR	
NAVIGATIONAL SAFETY	
Letter of Deviation (LOD) (29MAR2025): A foreign flag tank vessel was issued an inbound LOD for an inoperable X-band radar. The vessel arranged for a technician to attend the vessel and conduct repairs. USCG received satisfactory service report attesting to X-band radar repair. LOD lifted. Case closed.	
Letter of Deviation (LOD) (21APR2025): A foreign flag tank vessel was issued an inbound LOD for an inoperable AIS. The vessel arranged for a technician to conduct repairs. USCG received satisfactory service report attesting to AIS repair. LOD lifted. Case closed.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Pollution Incident (12APR2025): USCG received report of a commercial fishing vessel that ran aground in Jenner, CA, discharging up to 500 gallons of diesel. This incident was found to be an unintentional grounding due to the vessel operator accidentally falling asleep. USCG IMD issued a Notice of Federal Interest (NOFI) to the vessel operator and confirmed with DRAT and SSC that natural recovery was the most appropriate method of cleanup. USCG pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).	
Notice of Violation (26APR2025): USCG received NRC report of a recreational vessel that sank overnight in Sandmound Slough and discharged approximately 120 gallons of diesel. Local wildlife was impacted. Vessel owner was unable to pay for the cleanup and USCG utilized the Oil Spill Liability Trust Fund (OSLTF) to conduct cleanup operations. The pollution source was removed and secured by hard boom and sorbents. USCG issued a Notice of Federal Interest (NOFI), Notice of Federal Assumption (NOFA) and Notice of Violation (NOV) to the owner. IMD concluded that no further environmental threat exists. NOV pursued against vessel owner pursuant to 33 U.S.C. 1321(b)(3).	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
April 2025			
PORT SAFETY CATEGORIES*	Apr-2025	Apr-2024	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	2	2.33
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	6.81
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (3), Personnel (1), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	1	1.61
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	9	11	10.89
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2025	Apr-2024	**3yr Avg
U.S. Commercial Vessels	0	0	0.81
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.92
Commercial Fishing Vessels	1	0	0.75
Recreational Vessels	4	9	7.42
Pollution Discharge Sources (Facilities)	Apr-2025	Apr-2024	**3yr Avg
Regulated Waterfront Facilities	0	0	0.33
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	0	4	4.47
Mystery Spills - Unknown Sources	1	5	6.31
Number of Pollution Incidents (By Spill Size)	Apr-2025	Apr-2024	**3yr Avg
Spills < 10 gallons	4	17	11.03
Spills 10 - 100 gallons	0	1	1.64
Spills 100 - 1000 gallons	1	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	0	7.64
Total Pollution Incidents	7	18	20.56
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Apr-2025	Apr-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	5.60
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	1.00	0.00	16.73
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	2.60
Estimated spill amount from Recreational Vessels	200.00	28.00	29.34
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.65
Estimated spill amount from Other Land Sources	0.00	4.00	42.92
Estimated spill amount from Unknown Sources (Mystery Sheens)	1.00	4.00	5.14
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	202.00	36.00	106.56
Penalty Actions	Apr-2025	Apr-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	0	0.11
Letters of Warning	2	2	3.25
Total Penalty Actions	3	2	3.42
* 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.			

**Harbor Safety Committee
Of the San Francisco Bay Region**

**Report of the
U.S. Army Corps of Engineers, San Francisco District
May 8, 2025**

1. CORPS O&M DREDGING PROGRAM

Since the last HSC meeting on April 10, dredging has continued at Oakland Harbor. Expected finish is now estimated to be end of May/early June.

Planning for the FY25 dredging program is currently underway in accordance with the year-long Continuing Resolution and upcoming Work Plan. A tentative schedule, subject to final FY25 appropriations actions and Work Plan funding, is attached to this report.

As always, future project schedules provided in this report are tentative and adjustments may be made as circumstances warrant.

FY 2024 CONTRACT DREDGING PROGRAM

- a. **Oakland Harbor** – A dredging contract solicitation was posted on sam.gov on April 2 with bid opening held on May 16. The contract was awarded to Curtin Maritime on June 7 with actual dredging commencing on September 1. **Dredging continues at Oakland Harbor. Estimated completion is late May/early June.**
- b. **Richmond Inner Harbor** – A dredging contract solicitation was posted on sam.gov on October 11 with bid opening held on November 12. The contract was awarded to Manson Construction on November 26 with dredging commencing on January 3. **Dredging completed on March 31.**

FY 2025 CONTRACT DREDGING PROGRAM

- a. **San Joaquin River (Port of Stockton)** – **A dredging contract solicitation was posted on sam.gov on April 17 with bid opening scheduled for May 19. Contract award is tentatively scheduled for June 2.**
- b. **Sacramento River Deep Water Ship Channel** – **A dredging contract solicitation was posted on sam.gov on April 30 with bid opening scheduled for May 30. Contract award is tentatively scheduled for June 13.**
- c. **Suisun Bay Channel and New York Slough** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late June and dredging estimated to start early August.
- d. **Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Planning and design for a maintenance dredging event at the service craft berthing area at MARAD SBRF is currently underway. **Contract advertisement and award has been postponed to summer FY26 due to funding issues.**

- e. **Petaluma River** – Planning and design for a maintenance dredging event at Petaluma River is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start mid-August.
- f. **Military Ocean Terminal Concord (MOTCO)** – Planning and design for a dredging event at Wharf 2 and 3 at MOTCO is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start mid-September.
- g. **Redwood City Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September.
- h. **Richmond Inner Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for early September and dredging estimated to start mid-October.
- i. **Oakland Harbor** – Planning and design for the FY25 dredging cycle is currently underway with contract award tentatively scheduled for late September and dredging estimated to start early November.

FY 2025 GOVERNMENT HOPPER DREDGING PROGRAM

- a. **San Francisco Main Ship Channel** – The Government Hopper Dredge Essayons is scheduled to dredge the San Francisco Main Ship Channel from mid-May to mid-June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
- b. **San Pablo Bay (Pinole Shoal)** – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there by the end of June. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.
- c. **Richmond Outer Harbor** – Dredging is deferred to FY26 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

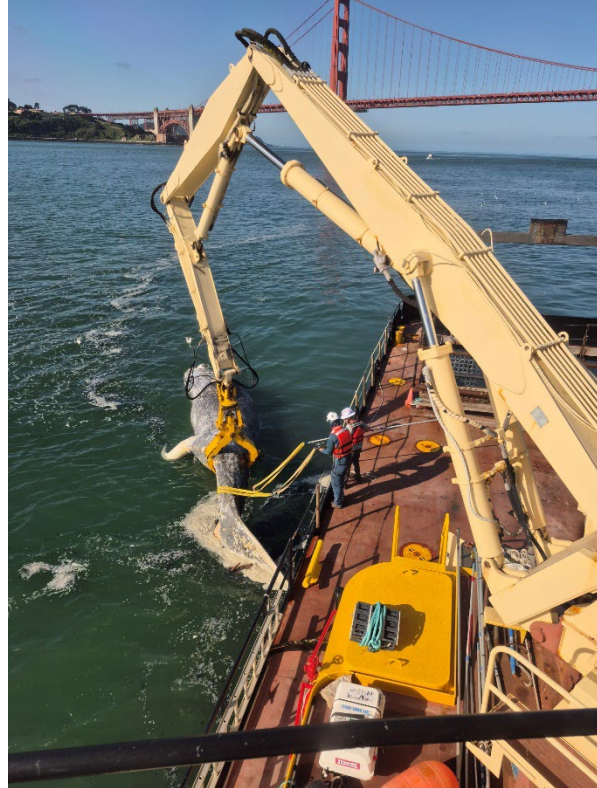
2. EMERGENCY (URGENT & COMPELLING) DREDGING: There are currently no emergency dredging events happening in the Bay Area.

3. DEBRIS REMOVAL – Debris removal for April was 7.6 tons. Dillard: 1.5 tons; Raccoon: 6.1 tons. Average debris removal for April from 2015 to 2024 is 102 tons (Range: 20 – 530). Dillard returned to Sausalito and is working towards being back on regular debris trips.

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2024	TONS	TONS	TONS	TONS
JAN	23	0	0	23
FEB	65.3	0.5	0	65.8
MAR	14.5	0.8	0	15.1
APR	6.1	1.5	0	7.6
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
111.5



Debris removal on the DILLARD and Towing a Deceased Whale with the RACOON. Credit: USACE, San Francisco District, Navigation and Structural Branch.

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Project: The Oakland Harbor Turning Basins Widening Project will improve the efficiency of operations and safety of containerships in the Oakland Harbor by widening and shifting the Inner and Outer Harbor turning basins. Due to the increase in size and number of larger containerships calling on the Port, the project is needed to accommodate the larger ships and minimize environmental impacts and operations of other vessels within the Port. As a project betterment, electric dredges will be used and material dredged from the harbors for construction of the project will be beneficially used to contribute to the creation and restoration of wetland habitat in the San Francisco Bay.

The Final Draft IFR/EA can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Current-Projects/Oakland-Harbor-Turning-Basins-Widening/>

5. OTHER WORK

Regional Dredge Material Management Plan: The final round of reviews is underway, including Agency Technical Review, Public Review, and USACE vertical team review, with a target to respond to all comments, complete back check, revise the final draft and receive all approvals to be ready for the FY26+ dredging program. Interim agency approvals will be coordinated for FY25 dredging. Study scopes to address data gaps identified by the Interagency Working Group (IWG) remain in progress - Sediment Transport Modeling (ERDC), Ecological Modeling, and Benefits Analysis/Decision Support Tools. Some

results will not be available until after the targeted completion for the RDMMP, however the data will be applied to future DMMP revisions. New site identification and coordination is also ongoing as new data becomes available.

Information on the RDMMP and Public Review Documents (Draft Management Plan and NEPA EA) can be found on our website here:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>

USACE Work Plan Web Address:

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

6. 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 Naval Navigation Channel: Condition survey of November 5-7, 2024.
Berkeley Marina (Entrance Channel): Condition survey of April 30, 2024.
Islais Creek Channel: Condition survey of July 21, 2023.
Larkspur Ferry Channel: Condition survey of December 12, 2023.
Mare Island Strait: Condition survey of November 13, 2024.
Marinship Channel (Richardson Bay): Condition survey of July 16, 2024.
Napa River: Condition survey of June 5-10, 2024.
Northship Channel: Condition survey of December 2-10, 2024.
Oakland Inner Harbor: After Dredge surveys (various dates) from October 2024 through March 2025.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of June 13, 2024.
Petaluma River (Across-the-Flats): Condition survey of July 30-31, 2024.
Petaluma River (Main Channel): Condition survey of July 30-31, 2024.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: Condition survey of March 25, 2025.
Redwood City Harbor: Condition survey of March 3, 2025.
Richmond Inner Harbor: After Dredge surveys of March 10, 17, 31, 2025.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): Condition survey of April 15, 2025.
Richmond Outer Harbor (Southampton Shoal): Condition survey of February 20, 2025.
Sacramento River Deep Water Ship Channel: Condition survey of February 17-20, 2025.
San Bruno Shoal: Condition survey of May 30, 2024.
San Francisco Main Ship Channel: Condition survey of April 4-5, 2025.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of August 15-16, 2024.
San Rafael (Creek): Condition survey of August 15-16, 2024.
Stockton Ship Channel: Condition survey of February 14-17, 2025.

Suisun Bay Channel: Condition survey of January 29-30, 2025.

Suisun Bay Channel (Bullshead Reach): Condition survey of January 29-30, 2025.

Suisun Bay Channel (New York Slough): Condition survey of January 23, 2025.

Suisun Slough: Condition survey of November 30 and December 1, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of April 18, 2024.

SF-09 (Carquinez): Condition survey of April 18, 2025.

SF-10 (San Pablo Bay): Condition survey of April 11, 2025.

SF-11 (Alcatraz Island): Condition survey of April 22, 2025.

SF-16 (Suisun Bay Disposal Site): Condition survey of October 31, 2024.

SF-17 (Ocean Beach Disposal Site): Condition survey of April 18 and May 10, 2024.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY23.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **6 MAY 2025**. The CCR is generated by the USACE eHydro database and is not a substitute for the controlling depths set by the SF Bar Pilots. Please see the respective bathymetric plots for locations (highlighted in red) of the shoaliest soundings reports in the CCR.

FY 2025 O&M DREDGING PLAN

Project	Target Solicitation	Target Bid Open	Target Award	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Contractor	Dredge Type	Placement Site
				FY2025							FY2026								
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																			
Moss Landing Harbor	22-Jan	5-Mar	9-May	◆		◆	→	→	→							50kcy	TBD	Cutterhead or Clamshell	SF-12
San Joaquin River	17-Apr	19-May	2-Jun		→	◆	→	→	→	→						175kcy	TBD	Cutterhead or Clamshell	Various Upland
Sacramento River	30-Apr	30-May	13-Jun		→	◆	→	→	→	→						75kcy	TBD	Cutterhead or Clamshell	Various Upland
Suisun Bay Channel	13-May	12-Jun	26-Jun		→	◆	→	→	→	→						100kcy	TBD	Clamshell	SF-16
Petaluma River	27-May	26-Jun	10-Jul			→	◆	→	→	→	→					200kcy	TBD	Clamshell	TBD
MOTCO Dredging	13-Jun	14-Jul	12-Aug				→	◆	→	→	→					40kcy	TBD	Clamshell	Upland
Redwood City Harbor	24-Jun	24-Jul	7-Aug				→	◆	→	→	→					200kcy	TBD	Clamshell	BU SF-DODS
Richmond Inner Harbor	22-Jul	21-Aug	4-Sep	→					→	◆	→	→	→	→	→	350kcy	TBD	Clamshell	BU
Oakland Harbor	12-Aug	11-Sep	25-Sep	→						→	◆	→	→	→	→	750kcy	TBD	Clamshell	BU SF-DODS
MARAD SBRF Area 1	N/A	N/A	N/A		D	E	F	E	R	R	E	D				60kcy	TBD	Clamshell	BU
Noyo River	N/A	N/A	N/A		D	E	F	E	R	R	E	D				40kcy	TBD	Cutterhead	TBD
WEST COAST HOPPER CONTRACT																			
Humboldt Bar & Entrance Channels	22-Jan	21-Feb	7-Mar				→				→					Base:600kcy Opt:300kcy	TBD	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																			
Humboldt Interior Channels	N/A	Start: 4/25/2025	Finish: 5/10/2025		→											150kcy	Yaquina	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	Start: 5/14/2025	Finish: 5/25/2025			→		→								600kcy	Essayons	Govt Hopper	Nearshore
SF Main Ship Channel	N/A	Start: 5/26/2025	Finish: 6/13/2025				→									350kcy	Essayons	Govt Hopper	OBDS SF-8
San Pablo Bay (Pinole Shoal)	N/A	Start: 6/13/2025	Finish: 7/1/2025				→									250kcy	Essayons	Govt Hopper	SF-10 SF-11
Richmond Outer Harbor	N/A	N/A	N/A		D	E	F	E	R	R	E	D				250kcy	Essayons	Govt Hopper	SF-10 SF-11
<div><div><div>→</div><div>◆</div><div>◆</div><div>→</div></div><div>Solicitation Bid Opening Contract Award Work Stoppage</div><div>West Coast Hopper Contract Gov't Dredge Yaquina Gov't Dredge Essayons</div><div>Env Window Mobilization Physical Dredging Hopper Dredging</div><div><div></div><div>→</div><div>→</div><div>→</div></div></div>																			

Date of Last Update: 5/5/2025

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 1 of 2
Date 5/6/2025

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE MARAD PIER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Francisco Mainship San Francisco Mainship	04-04-2025	2000	4.96	55	49.3	54.7	55.3	53.8
Redwood City Harbor Redwood City Harbor	03-03-2025	300 943	3.94	30	18.0	29.6	29.7	26.4
Richmond Inner Harbor Entrance Channel	03-31-2025	809 1021	0.96	38	37.5	37.5	37.8	37.7
Richmond Inner Harbor Approach Channel	02-26-2025	809 1201	3.09	38	37.5	37.6	37.5	37.5
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	02-20-2025	600 1291	3.25	45	39.2	44.0	44.6	42.0
Richmond Outer Harbor Longwharf Turning Basin	04-15-2025	2188 5598	0.88	45	29.4	No Data	No Data	No Data
San Rafael ATF Across the Flats	08-15-2024	100	2.25	8	4.7	5.6	5.9	5.9
San Rafael River Inner Canal Channel	08-15-2024	60 160	1.55	6	3.6	4.5	4.8	4.8
Petaluma River Main Channel	07-30-2024	100 361	4.06	8	1.3	1.1	0.9	0.3
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	06-05-2024	75 245	3.19	15	2.2	8.7	9.0	7.2
Napa River Asylum Slough to Napa City	06-05-2024	102 183	9.92	10	2.0	4.4	2.7	0.9
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	03-26-2025	544 1997	4.62	50	48.4	50.0	50.1	47.7

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 2 of 2
Date 5/6/2025

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE MARAD PIER CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Oakland Harbor		296						
Oakland Outer Channel	06-13-2024	1761	2.52	50	45.4	48.4	49.0	47.4
Humboldt Bay		500						
Bar and Entrance Channel	03-05-2025	2113	2.60	48	18.7	33.9	36.1	30.6
Humboldt Bay		400						
Eureka Channel	03-05-2025	416	1.69	26	4.0	3.7	10.5	7.1
Humboldt Bay		300						
Fields Landing Channel	03-05-2025	770	2.35	26	12.2	26.9	25.4	21.1
Humboldt Bay		400						
North Bay Channel	03-05-2025	657	3.04	38	31.5	36.6	33.7	22.8
Humboldt Bay		400						
Samoa Channel	03-05-2025	1000	1.83	38	33.3	35.6	34.2	17.5
Pinole Shoal Channel		600						
Pinole Shoal Channel	03-25-2025	1644	10.40	35	26.1	35.9	34.2	30.1
Suisun Bay Channel								
Suisun Bay (0+00 to 150+00)	01-30-2025	300	2.84	35	34.1	34.3	34.4	29.2
Suisun Bay Channel								
Suisun Bay (150+00 to 733+45)	10-11-2023	300	11.10	35	34.1	35.0	35.0	35.0
Suisun Bay Channel Anchorage						No	No	No
Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	Data	Data	Data
New York Slough		400						
New York Slough (0+00 to 232+03)	01-23-2025	411	4.42	35	33.1	34.5	34.7	34.7
MARAD		450						
Pass Channel	08-17-2021	605	1.00	32	24.2	23.9	23.7	23.2
Suisun Slough Channel		200						
Suisun Slough Channel	11-30-2022	250	15.85	8	5.9	5.9	5.9	6.1

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 1 of 2
Date 5/6/2025

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	05-30-2024	500	5.66	30	29.0	31.1	31.2	30.0
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-17-2024	500 1424	1.71	40	31.1	37.1	37.1	23.7
Alameda Naval Air Alameda Naval Air	11-05-2024	1000 4178	2.90	37	9.8	10.4	16.4	15.9
Mare Island Strait Mare Island Strait	11-13-2024	400 606	3.37	30	28.1	29.8	32.9	33.1
Larkspur Channel Larkspur Channel	02-24-2023	231 542	2.37	13	11.9	12.5	12.7	12.0
Northship Channel Northship Channel	12-02-2024	3576 4769	5.97	45	23.9	37.4	36.9	35.0
Berkeley Marina Berkeley Marina	05-24-2024	100 142	1.36	15	3.5	3.8	3.8	4.2
Bodega Bay Bodega Bay	10-20-2023	100 400	3.46	12	3.2	9.4	9.3	5.4
Moss Landing Moss Landing	07-24-2024	120 405	0.98	15	5.0	3.5	5.1	8.8
Noyo River Entrance Channel	10-25-2024	97 150	0.67	10	6.3	9.1	9.5	7.8
Noyo River Channel	10-25-2024	97 150	0.67	10	5.5	8.2	8.2	0.4
Crescent City Entrance Channel	03-07-2025	200 320	0.42	20	17.3	19.1	18.8	17.1
Crescent City Inner Harbor Basin Channel	03-07-2025	200 300	0.39	15	14.4	15.2	15.2	12.9
Crescent City Marina Access Channel	03-07-2025	228 170	0.22	15	9.1	10.3	11.5	8.4
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

REPORT OF CHANNEL CONDITIONS

400 FEET WIDE OR GREATER

Page 2 of 2
Date 5/6/2025






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RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfbmx.org

San Francisco Clearinghouse Report

May 8, 2025

-  In April the clearinghouse did not contact OSPR regarding any possible escort violations.
-  In April the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
-  The clearinghouse has not contacted OSPR so far in 2025 regarding possible escort violations. The clearinghouse did not contact OSPR in 2024, 2023, 2022, or 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact 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 times 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 April there were 102 tank vessel arrivals: 17 ATBs, 9 Chemical Tankers, 23 Chemical/Oil Tankers, 22 Crude Oil Tankers, 1 LPG, 15 Product Tankers, and 15 Tugs with Barges.
-  In April there were 250 total vessel arrivals.

San Francisco Bay Clearinghouse Report For April 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	70		69	
ATB arrivals	17		21	
Barge arrivals to San Francisco Bay	15		12	
Total Tanker and Barge Arrivals	102		102	
Tank ship movements & escorted barge movements	344		350	
Tank ship movements	281	81.69%	193	55.14%
Escorted tank ship movements	130	37.79%	154	44.00%
Unescorted tank ship movements	151	43.90%	39	11.14%
Tank barge movements	63	18.31%	157	44.86%
Escorted tank barge movements	29	8.43%	15	4.29%
Unescorted tank barge movements	34	9.88%	142	40.57%

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	199		332		0		152		683	
Unescorted movements	105	52.76%	176	53.01%	0	0.00%	82	53.95%	363	53.15%
Tank ships	89	44.72%	143	43.07%	0	0.00%	71	46.71%	303	44.36%
Tank barges	16	8.04%	33	9.94%	0	0.00%	11	7.24%	60	8.78%
Escorted movements	94	47.24%	156	46.99%	0	0.00%	70	46.05%	320	46.85%
Tank ships	80	40.20%	128	38.55%	0	0.00%	58	38.16%	266	38.95%
Tank barges	14	7.04%	28	8.43%	0	0.00%	12	7.89%	54	7.91%

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 2025

San Francisco Bay Region Totals

	<u>2025</u>		<u>2024</u>	
Tanker arrivals to San Francisco Bay	278		890	
ATB arrivals	66		205	
Barge arrivals to San Francisco Bay	57		130	
Total Tanker and Barge Arrivals	401		1,225	
Tank ship movements & escorted barge movements	1,342		4,233	
Tank ship movements	899	66.99%	2,277	53.79%
Escorted tank ship movements	536	39.94%	1,793	42.36%
Unescorted tank ship movements	363	27.05%	484	11.43%
Tank barge movements	443	33.01%	1,956	46.21%
Escorted tank barge movements	84	6.26%	230	5.43%
Unescorted tank barge movements	359	26.75%	1,726	40.77%

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	773		1,292		0		570		2,635	
Unescorted movements	391	50.58%	677	52.40%	0	0.00%	311	54.56%	1,379	52.33%
Tank ships	317	41.01%	517	40.02%	0	0.00%	265	46.49%	1,099	41.71%
Tank barges	74	9.57%	160	12.38%	0	0.00%	46	8.07%	280	10.63%
Escorted movements	382	49.42%	615	47.60%	0	0.00%	259	45.44%	1,256	47.67%
Tank ships	345	44.63%	532	41.18%	0	0.00%	223	39.12%	1,100	41.75%
Tank barges	37	4.79%	83	6.42%	0	0.00%	36	6.32%	156	5.92%

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.



CALIFORNIA STATE LANDS COMMISSION

Marine Environmental Protection Division - Northern California Field Office

Report for Harbour Safety Committee - APRIL 2024 and 2025

VESSEL TRANSFERS

DATE	Vessels Monitored	Vessel Monitored	Percentage of Vessel Monitored
APRIL 1-30, 2024	169	42	25.00%
APRIL 1-30, 2025	195	91	46.00%
Difference	-26		-0.21

CRUDE OIL / PRODUCT TOTALS (BBLS)

DATE	CRUDE OIL / PRODUCT TOTALS (BBLS)						GRAND TOTAL
	Crude Oil (D)	Renewable Products (D)	Other Oil Products (D)	Crude Oil (L)	Other Oil Products (L)	Renewable Products (L)	(D) / (L)
APRIL 1-30, 2024	10,652,736	823,432	7,318,533	0	5,685,488	249,056	24,729,245
APRIL 1-30, 2025	10,013,194	230,506	7,623,437	50,000	5,796,649	1,345,590	25,059,376
Difference	639542	592926	-304904	-50000	-111161	-1096534	-330131

OIL SPILL REPORTED

	VESSEL	Total	Gallons Spilled
APRIL 1-31, 2025	0	0	0

MARINE INVASIVE SPECIES INSPECTIONS

	Percent	Voyages Inspected	Voyages Inspected	Shortfall
APRIL 1-30, 2024	15%	426	64	-5
APRIL 1-30, 2025	20%	408	83	19
Difference				

PG&E Beach Street Offshore Sediment Remediation Project Update

HARBOR SAFETY COMMITTEE

Thursday, May 8, 2025

10:00-12:00

Port of San Francisco

South Beach Harbor

Rob Saur, PG&E Project Manager
Kathryn Purcell, Port of San Francisco Project Manager





Meeting Objective:

Provide an overview of the PG&E Beach Street Offshore Sediment Remediation Project, upcoming work in 2025, and outreach and engagement plans.

1 Project Overview & Updates

2 2025 Work Overview

3 Project Controls & Environmental Protections

4 Outreach & Engagement

5 Discussion

- The project addresses environmental impacts from the historic operations of the former Beach Street Manufactured Gas Plant (MGP) that operated in the 1900s.
- Cleanup involves remediating impacted sediment at five offshore work areas from 2025-2030 during the regulatory in-water work window (June-November).
- Cleanup includes dredging and capping of work areas extending from the shoreline to approximately 1,000 feet offshore.



Offshore Remedial Areas





San Francisco Regional Water Quality Control Board is the lead agency requiring investigation and cleanup.

In February 2022, the Regional Water Board issued a Site Cleanup Order requiring remediation of impacted sediment.

Responsible Parties for former Beach Street MGP Cleanup

- Pacific Gas & Electric Company (PG&E) – Responsible for MGP residues
- Port of San Francisco (Port) – Property owner

Remediation Project Permits Issued

- Regional Water Board permit – October 2024
- BCDC permit – December 2024
- Army Corps permit – January 2025

Milestones

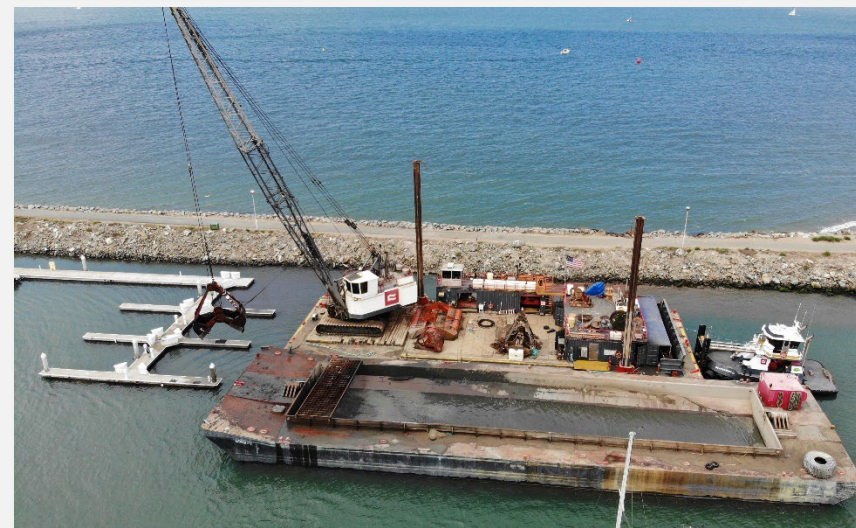
- Tenant temporary relocations:
 - USS Pampanito and Red & White Fleet – February through May 2025 (in progress)
- PG&E mobilization of marine construction equipment begins mid May 2025
- PG&E remediation construction work scheduled June through November 2025



Areas A and B – 2025 Construction Timeline and Work

	Pre-Mobilization	Mobilization	Remediation
Approximate Timing	May 2025	Early June 2025	June-November 2025
Work Activities	<ul style="list-style-type: none"> ■ Surveying ■ Baseline air and watering quality sampling ■ Staging of equipment and monitoring devices 	<ul style="list-style-type: none"> ■ Mobilize and set up in-water equipment ■ Install turbidity curtain piles ■ Install turbidity curtains 	<ul style="list-style-type: none"> ■ Marine debris removal ■ Dredging, install pin piles, placement of sand and rock cap materials ■ Remove turbidity curtain and temporary piles ■ Site restoration and demobilization

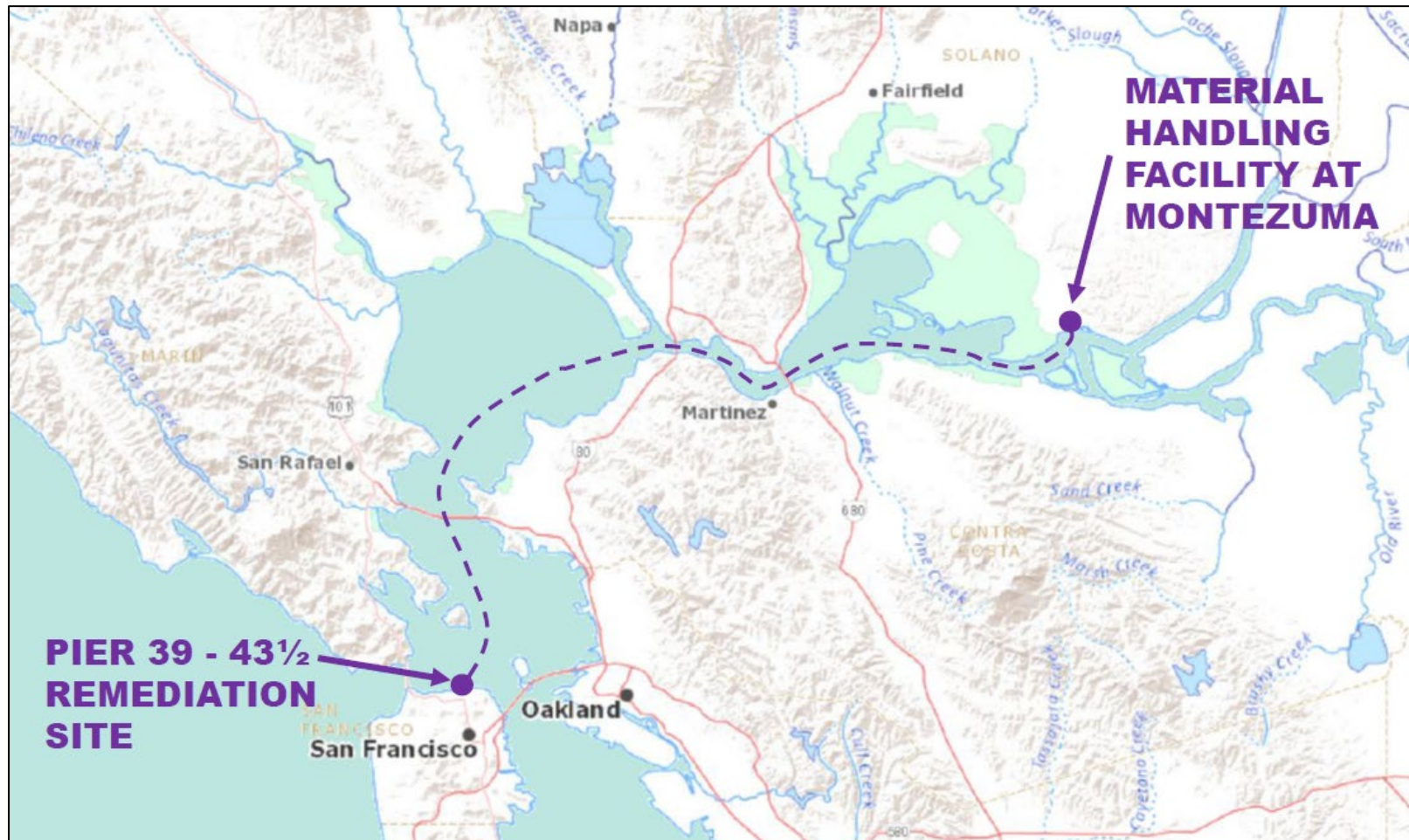
Areas A and B – 2025 Construction Overview and Equipment Examples



All construction work will be completed in-water.
Equipment photos for visual purposes only.

Transportation and Barging Process

Impacted sediment will be dredged and transported along the U.S. Dept. of Transportation M-580 Marine Highway by barge to the PG&E Material Handling Facility at Montezuma near Collinsville, California.



Remediation Project Controls & Environmental Protections

Remediation work will comply with local, state and federal project permits and construction workplans.

Site control measures and environmental protection plans:

- Health and Safety Plan
- Water Quality Monitoring Plan
- Marine Mammal Monitoring Plan
- Underwater Noise Monitoring Plan
- Dust, Vapor and Odor Control Plan
- Community Air Monitoring Plan
- Waste Management and Transportation Plan
- Community Protection Plan

Monitoring results will be submitted to the Regional Water Board and made available to the public.



**Project oversight by the
Regional Water Board and
Port staff will include
site inspections to ensure
compliance.**

Mariner and Barging Coordination

- Notice to Mariners coordinated with the U.S. Coast Guard ahead of in-water work
- Multi-channel radio communications systems
- Real-time coordination and communication with Port tenant commercial vessel operations (Red & White Fleet, Blue & Gold Fleet, Pier 39 Marina operations, etc.)
- Coordination and communication with Aquatic Park Swim and Rowing Clubs on swimming and recreation events

Marine Mammal Protections

Areas where sound levels have the potential to harm marine mammals, typically within 10 meters of pile driving activities, have been designated as shutdown zones.

- If any marine mammals are observed within these zones, pile driving work will be immediately shut down by National Oceanic and Atmospheric Administration (NOAA) approved Marine Mammal Monitors.
- In the unlikely event an animal not typical to the area approaches the work area, such as a gray whale or humpback whale, all work will be shutdown.
- If a sick or injured animal is observed in the work area, we will notify NOAA and The Marine Mammal Center (TMMC) to coordinate care and rehabilitation.

Outreach and Engagement Plans During Remediation Work

- Project signs posted in Pier 43-43½ work area
- Information kiosk near Pier 43-43½ work area
- Marine Mammal Protection Fact Sheet
- Community Protection Plan
- Email updates to interested stakeholders
- Rapid response to public inquiries to PG&E dedicated phonenumber or email
- Project updates posted to Port project website www.sfport.com/beachstreet



Important Information



Port staff will continue to work with PG&E to provide future project updates as work proceeds. Updates will be posted at www.sfport.com/beachstreet.



Contact SF Regional Water Quality Board: Ciroos Liaghat at Ciroos.Liaghat@Waterboards.ca.gov

- Approved cleanup plans and other key Site documents on the Water Board's GeoTracker website at: <https://geotracker.waterboards.ca.gov>



Contact PG&E dedicated MGP Information Line: (415) 973-0270

Discussion/Q&A



Appendix



Areas A and B – 2025 Equipment Staging Area

