



Bay Planning Coalition

From Mudlock to Effective Collaboration

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BPC MISSION

Working through a broad coalition, to advocate for sustainable commerce, industry, infrastructure, recreation and the natural environment connected to the San Francisco Bay and its watershed

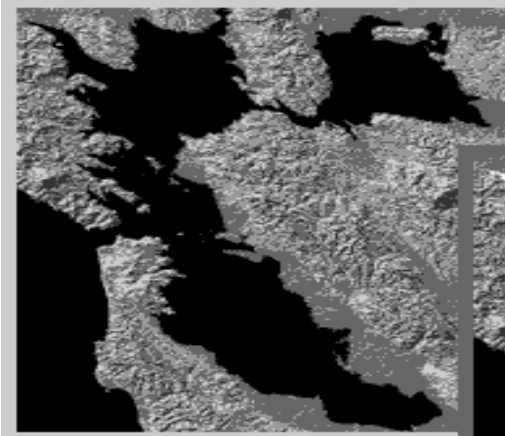


BPC's Diverse Membership Includes:

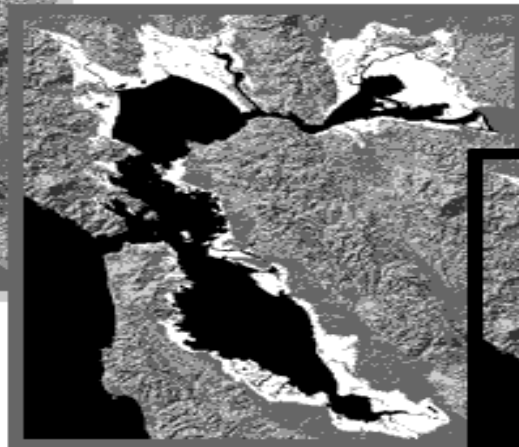




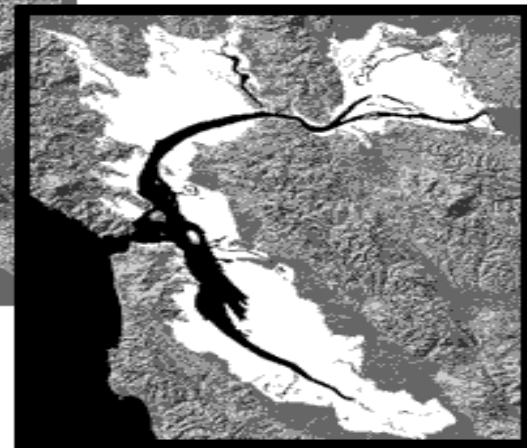
History of San Francisco Bay Fill & Development



1849



1965



2020

Source: BCDC



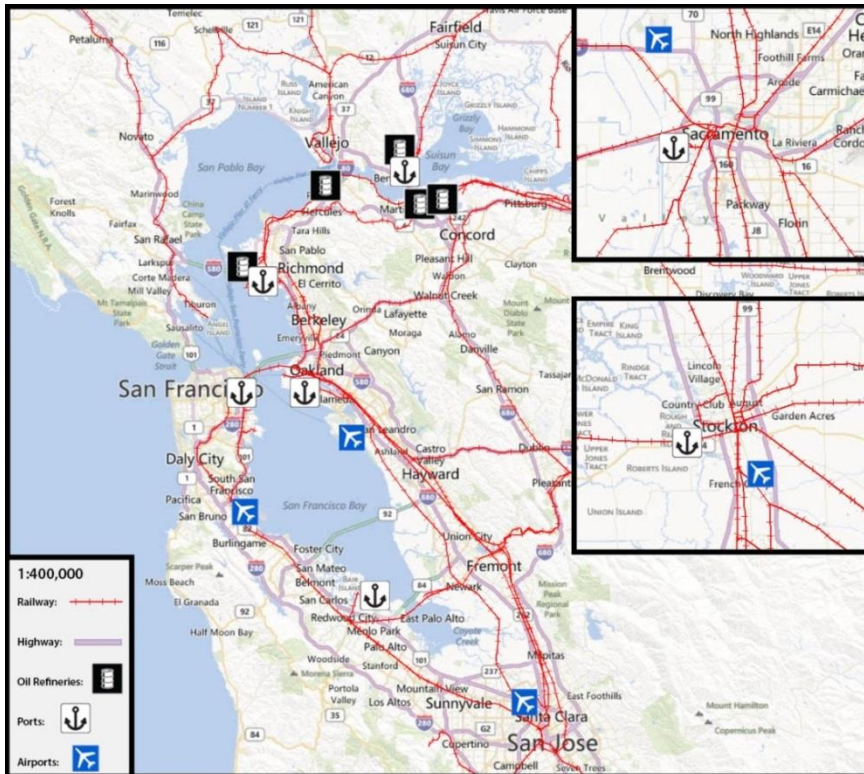
Formation of BCDC (Bay Conservation & Development Commission)

- State legislation - the McAteer-Petris Act - was passed in 1965 to establish the San Francisco Bay Conservation and Development Commission (BCDC) as a temporary state agency. The Commission was charged with preparing a plan for the long-term use of the Bay and regulating development in and around the Bay while the plan was being prepared.
- Once the plan was developed and approved, it would become the tool which BCDC would use for regulatory purposes
- BCDC became permanent in 1969, and the Bay Plan has been periodically updated to respond to new challenges (such as climate change and sea level rise).

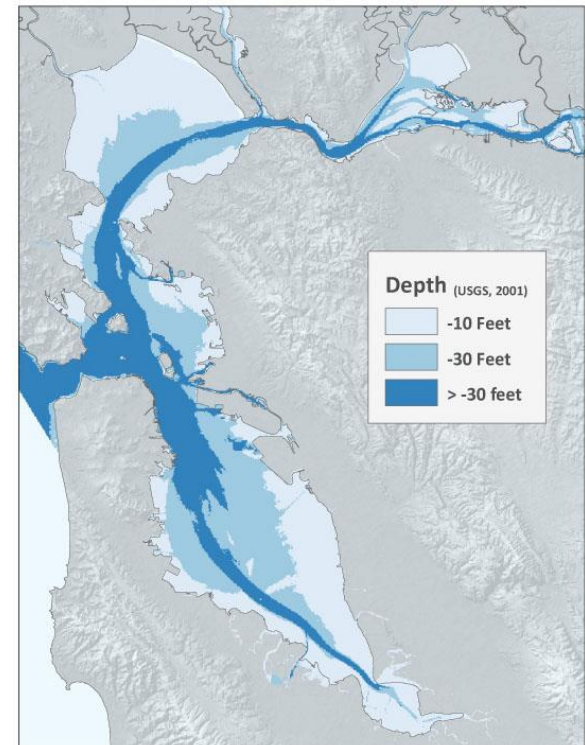




Bay Area Trade Growth and Associated Challenges



Source: BPC



Source: San Francisco Bay Subtidal Habitat Goals Report



Northern California's Trade Economy

- California has the largest Gross Domestic Product (GDP) of any state in the U.S. From 2011 to 2012, California's GDP increased by 3.5%, to a total 2012 **GDP of \$2.003 trillion**. At #2 in the US, Texas' GDP increased by 4.8%, to a total GDP of \$1.397 trillion. At #3, New York State's GDP increased by 1.3%, to a total GDP of \$1.205 trillion. The San Francisco-Oakland-Hayward metropolitan area had the **fastest real GDP growth** of any large region in the United States in 2012, at **7.4%**. Average metropolitan area GDP growth in the United States as a whole in 2012 was 2.5%.
- In 2012, California had the **10th largest GDP in the world**, between the countries of Italy (\$2.014 trillion) and India (\$1.841 trillion). Texas was 13th, between Spain and Austria, and New York was 14th, between Mexico and Spain.
- The Bay Area (Metropolitan Areas of Napa + Vallejo-Fairfield + San Francisco-Hayward-Oakland + San Jose-Sunnyvale-Santa Clara + Santa Rosa) plus the Sacramento Metropolitan Area (\$97.56 billion) and Stockton (\$20.4 billion) had a 2012 **combined GDP of over \$694 billion** as a region, which ranks **20th in the world**, between Saudi Arabia and Switzerland.



The Economic Impact of Our Ports

Port of Benicia (Amports)

Exports, 2013: 300,014 metric tons, valued at \$34.6 million

Imports, 2013: 200,334 metric tons, valued at \$3.9 billion

Port of Oakland

5th busiest seaport in the nation

Exports, 2013: 6.5 million metric tons, valued at \$19.2 billion

Imports, 2013: 5.2 million metric tons, valued at \$23.8 billion

Total Twenty Foot Equivalent Unit (TEU) throughput, 2013: 2.3 million TEUs

The Port of Oakland generated 73,000 jobs in the region, and contributed over \$617 million in tax revenue in 2010.

Port of Redwood City

Exports, 2013: 309,000 metric tons, valued at \$77.3 million (Scrap metal)

Imports, 2013: 1.35 million metric tons, valued at \$22.9 million (Sand, Aggregates & Other Dry Bulk)

Port-related Jobs, 2013: 600



The Economic Impact of Our Ports

Port of Richmond

Import and Export total for privately owned terminals, 2013: 19.4 million metric tons

Import and Export total for city-owned terminals, 2013: 286,518 metric tons

Port of San Francisco

California's busiest passenger port

Imports, 2013: 1.2 million metric tons

Exports, 2013: 3,965 metric tons

Estimated value of all import and export cargo, 2013: \$60 million

Port of Stockton

Imports, 2013: 1.69 million metric tons

Top imports: Liquid fertilizer, molasses

Exports, 2013: 1.36 million metric tons

Top exports: Bulk coal, bulk sulfur

Total Import and Export Value, 2013: Over \$1 billion



Many Laws, Many Stakeholders

State and Federal Laws Affecting San Francisco Bay:

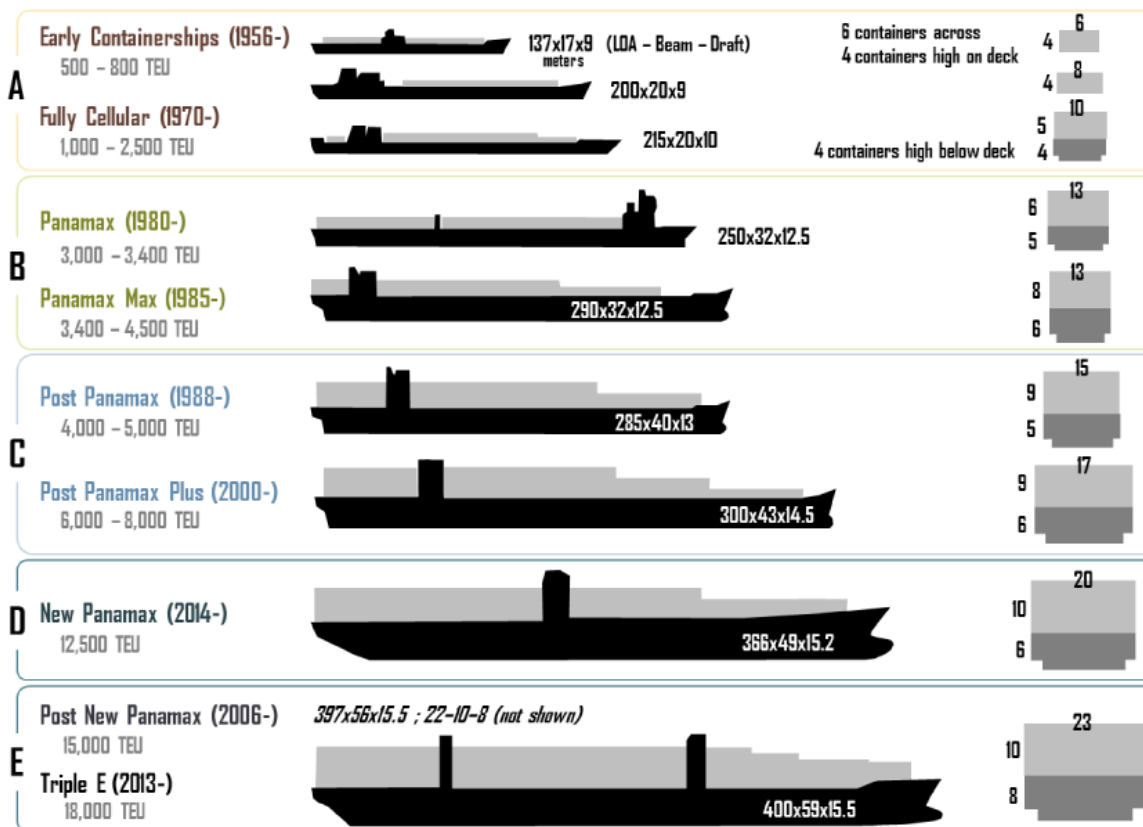
- McAteer-Petris Act
- NEPA
- CEQA
- Clean Water Act
- Endangered Species Act
- Magnuson-Stevens Fishery Conservation & Management Act
- The Water Resources Recovery Development Act (WRRDA)
- and many more

Stakeholders:

- Federal Government (NOAA, Army Corps of Engineers, DOI, EPA)
- State Government
- Regional & Local Government (the Bay Area consists of 9 counties and 101 municipalities)
- Stakeholder Groups such as: Save the Bay, the Audubon Society, SF Baykeeper, and more .



Mudlock & the Dredging Dilemma



Source: Hofstra University



Long Term Management Strategy for the Disposal of Dredged Materials (LTMS)

- The San Francisco Bay Long Term Management Strategy (LTMS), which was formed in 1990, is a cooperative effort of U.S. EPA Region 9, the US Army Corps of Engineers, the San Francisco Regional Water Quality Control Board, the San Francisco Bay Conservation and Development Commission, and stakeholders in the region to develop a new approach to dredging and dredged material disposal in the San Francisco Bay area.
- Goals:
 - Reduce in-Bay disposal to 20% or less of material dredged
 - 40% of dredged material to be designated for beneficial reuse
 - The remaining 40% to be designated for ocean disposal at SF-DODS
- BPC helped to shape and implement the LTMS, and recently supported the completion of a 12 year review



Case Study: Port of Oakland



Image used with the permission of the
Port of Oakland



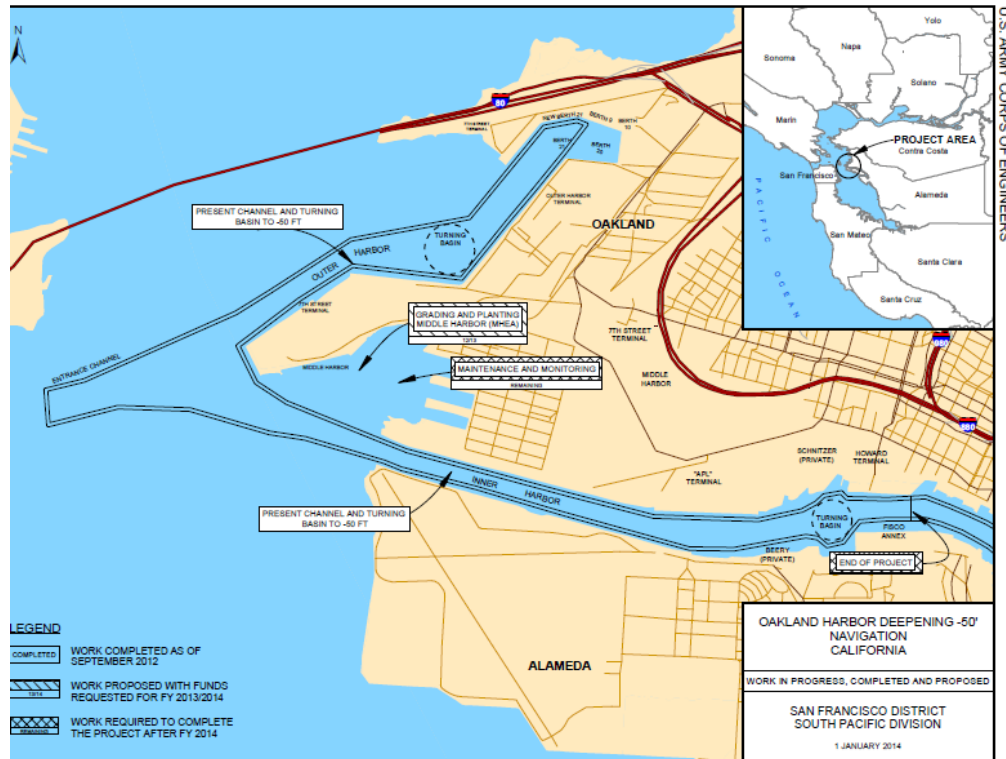
Case Study: Port of Oakland

Port of Oakland:

- **5th Busiest Seaport in the Nation**
- Including the Aviation, Maritime, and Real Estate divisions, the Port of Oakland generated 73,000 jobs in the region, and contributed over \$617 million in tax revenue in 2010.
- Exports (2013) – 6.5 million metric tons, valued at \$19.2 billion
- Imports (2013) – 5.2 million metric tons, valued at \$23.8 billion
- Total Twenty Foot Equivalent Unit (TEU) throughput, 2013: 2.3 million TEUs



Case Study: Port of Oakland



Oakland Harbor Deepening -50' Project Map

Source: USACE



Minus 50 Foot Project Timeline

- **1961:** The Ramification of Mechanization and Modernization Agreement allowed the introduction of technology and mechanization into the loading and offloading of ships, which enabled the Port to introduce containerization.
- **1980s:** channels dredged to Minus 38 feet
- **1990s:** channels dredged to Minus 42 feet
- **1996:** The formal process to achieve Minus 50foot channels at the Port of Oakland began with an official agreement between the Port and USACE. Minus 50 feet depths would allow the Port to accommodate container vessels with a capacity of 6000-8000 TEU, which is considered the optimal capacity for operational limitations.
- **1998:** Completed Feasibility Study, Environmental Impact Statement, and Environmental Impact Report
- **2009:** Minus 50 Foot Project completed
- **2010:** one year after the completion of the 50 foot deepening, some 150 deep draft vessels have called.



Results of the Minus 50 Foot Project

- Dredging:
 - Value to Date: \$422.5 Million
 - Total Quantity Removed: 11,998,177 CY of silty, consolidated, sandy materials
- Beneficial Reuse:
 - Hamilton Wetlands: 3,558,580 CY; 900 acres restored
 - Montezuma Wetlands: 2,338,737 CY
 - Middle Harbor Habitat: 4,421,797 CY; 180 acres restored
- Deep Ocean Disposal: 1,326,319 CY
- Removal of Contaminated Sediment: 352,744 CY
- Minus 50 foot channel depths to accommodate extended “K” class and “S” class container vessels



BPC: Current Challenges and Vision for the Future

2014 BPC Areas of Focus:

- WRDDA
- SB1184 – BCDC and Sea Level Rise
- Educational and Collaborative Events on Sea Level Rise, LNG, CEQA, and other topics



BPC: Current Challenges and Vision for the Future

Bay Planning Coalition Vision: Provide visionary leadership for San Francisco Bay stakeholders as an effective coalition that vigorously advances solutions for a thriving economy, environment and community.