Kristi McKenney
Chief Operating Officer
Port of Oakland/Oakland International Airport
February 7, 2020
Port of Oakland Overview

• Established in 1927 as an Independent Department of the City of Oakland

• Separate budget, with no local tax revenue for annual operations

• As a landlord, we manage portions of nearly 20 miles of waterfront from OAK to Jack London Square and the Seaport
The Port is a State Tidelands Trust Asset

Maritime Operations

Commercial Real Estate

Aviation Operations

Parks and Open Space
Economic Impact of the Port of Oakland

- **84,144 Jobs**
  Supported by Port Activity

- **$5.6 Billion**
  Total Personal Income & Local Spending

- **$698 Million**
  State And Local Taxes
Port has completed the AB691 Assessment
  - Included significant data from a variety of existing Port SLR analyses

Review included:
  - Asset Inventory
  - Vulnerability Analysis
  - Adaptive Management Strategies (High Level)

Looked at SLR projections in 2030, 2050, and 2100
Seaport

- **2050**: Exposure to extreme storm flooding at various locations in seaport

- **2100**: Potential for daily tidal inundation

- **Open space, marine terminal, roadway, and utility infrastructure will need resiliency improvements**
Commercial Real Estate

- **2050:** Low-lying waterfront, including Jack London Square, may be exposed to extreme storm events.

- Several key assets along Oakland Estuary may not be under Port jurisdiction.

- Tidelands serves as a lens for AB691, but does not capture the full scope of future SLR risk.

2050 SLR + 100-Year Storm Tide
Oakland International Airport

- **2050**: Extreme flooding could affect North Field

- **2100**: Daily tidal inundation could impact both North and South Fields

- Additional studies and plans will require a multi-jurisdictional approach (e.g. City of Alameda, Caltrans)

- Work underway to strengthen and prepare South Field Airport Perimeter Dike for SLR
Airport Perimeter Dike Project

- **1950’s Original “clay” dike installed for South Field**

- **1970’s Dike lengthened for the extension of Runway 12/30**

- **2007 First Vulnerability Study for Airport Perimeter Dike (APD) Improvement Project to meet FEMA Standards**

- **Phase 1 Construction: FEMA/Army Corps Accreditation for Flood Protection**

- **Phase 1 to begin Summer/Fall 2020**

- **Phase 1 Budget: $18 million**
Airport Perimeter Dike Project (cont’d)

- **Phase 2: Seismic Improvements**, including construction of dense columns to reinforce soils

- **Critical for SLR Resiliency**

- **Phase 2 Estimated Cost: $40 Million**
Innovative Partnerships

Buoyant Ecologies

Float Lab

- Floating research station in Middle Harbor Shoreline Park at Seaport
- Three-year testing period to examine effects on marine habitat and breakwater effectiveness
- Partnership with CA College of the Arts; support from BCDC and U.S. Army Corps of Engineers
Policy Implications and Perspectives

- **Sea Level Rise does not respect jurisdictional or agency boundaries**
  - Greater regional cooperation and leadership is essential to address all of the vulnerabilities & gaps

- **2030, 2050, and 2100 SLR resiliency approaches differ greatly in scope, cost and complexity**
  - The Port is focused on areas of highest vulnerability and risk that will have the greatest impact now

- **Regionally-serving infrastructure like the seaport and airport are critical Bay Area assets**