

Chronology of State Lands Commission Lease to Chevron for Long Wharf Operation

In February of 2006, the State Lands Commission (SLC) issued a draft Environmental Impact Report (DEIR) concerning a proposed new 30-year lease of State submerged lands for Chevron's continued operation of Long Wharf over which crude oil is pumped from tankers to the refinery. The DEIR stated:

"Granting a new lease for Long Wharf operations offers the opportunity to examine the potential for any adverse impacts to public access opportunities along this section of the Bay Trail segment linking Point Richmond with Point Molate. In addition, if the lease were denied, the shoreline facilities supporting the Long Wharf could be removed. With this area open, a trail could go though the area with no direct conflicting land uses, and the land could serve as safety buffer between the trail and the Refinery."

Elected officials, government agencies, public interest groups and organized labor sent letters to SLC requesting that Chevron should be required to mitigate the adverse land use, planning, transportation and recreational impacts associated with the lease of State lands by providing:

1. Public access easements for a two-way, multi-use Class I Bay Trail segments connecting:

- a. Tewksbury Avenue with the existing trail on the south side of the Richmond/San Rafael Bridge toll plaza area and

- b. The north side of I-580 corridor with the City of Richmond's former Point Molate Naval Fuel Depot via the planned shoreline Bay Trail route and

2. Funds to design, permit and build the consensus Bay Trail segment of the 7/31/01 Feasibility Study of Bay Trail Routes to the Point San Pablo Peninsula.

Such letters were sent by Senator Don Perata, Assemblywoman Loni Hancock, Supervisor John Gioia, Mayor Irma Anderson and a majority of Richmond City Council, ABAG Bay Trail Project, Bay Access, Bicycle Trails Council of the East Bay, East Bay Bicycle Coalition, East Bay Regional Park District, Marin Bicycle Coalition, Plumbers & Pipefitters Local 342, Point Richmond Neighborhood Council, Save The Bay, TRAC and approximately 20 individuals.

On March 7, 2007, the California State Lands Commission issued a Finalizing Addendum to the Draft EIR for Chevron Long Wharf Lease Renewal. This Finalizing Addendum rejected the above letters and took the narrow view that: "The Project's area is defined as the area surrounding the berths comprising the existing Chevron Long Wharf facility...The facilities within this area are not an impediment to the proposed Bay Trail and the CSLC has no lease jurisdiction over either the shoreline or the upland, which supports the facilities through which the trail route is proposed."

On March 20, 2007, the Richmond City Council enacted strong Resolution 34-07 in support of the Bay Trail as mitigation for the Long Wharf lease renewal.

On December 3, 2008, the State Lands Commission met in Sacramento to consider certifying an EIR and granting a new 30-year lease of State tidelands to Chevron for continued operation of its Long Wharf. Rather than doing so, the Commission has instructed its staff to try to work out a way to provide funding for the trail. Commissioner and Lt. Governor Garamendi wants a number of agencies and entities to as he put it "put a stone in this soup." Chevron and Caltrans are being asked to contribute \$5 million each, whereas the City of Richmond and East Bay Regional Park District are being asked to put a total of \$3 million in the pot. The sum of \$13 million is expected to be sufficient to fund design and construction of this trail segment. The matter was held over until January 29 when the Commission has a meeting scheduled in Santa Barbara.

On January 29, 2009, the State Lands Commission (SLC) shocked everyone (except Chevron) when they met in Santa Barbara and voted unanimously to certify the final EIR and grant Chevron a new 30-year lease for continued operation of Long Wharf without any funding to help design and build the Bay Trail segment near Long Wharf.

The SLC ignored:

- More than 400 letters, emails and phone calls from organizations and individuals throughout the Bay Area asking that Chevron be required to help pay for this Bay Trail segment;
- The Richmond City Council's unanimous vote to join with East Bay Regional Park District in contributing a total of \$3 million toward the "stone soup" for building the trail;

- Pleas from Senators Hancock, DeSaulnier and Leno and Assemblymembers Skinner and Huffman;
- Statements during the hearing by City Manager Bill Lindsay, East Bay Bicycle Coalition, Richmond resident bicyclists, the Public Trust Alliance and TRAC.

The SLC's priority was getting Chevron's lease money for the state's general fund.

On March 5, 2009, TRAC, Citizens for East Shore Parks and Daniel Doellstedt filed a legal petition challenging this decision of the SLC to award Chevron a new 30-year lease for operation of Long Wharf without a requirement to close this dangerous gap in the Bay Trail (Case RG09439704).