AGENDA

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

Meeting: **4:05 p.m., Tuesday, July 23, 2024**
Glenn S. Dumke Auditorium

Jack McGrory, Chair
Mark Ghilarducci, Vice Chair
Larry L. Adamson
Raji Kaur Brar
Douglas Faigin
Anna Ortiz-Morfit
Jose Antonio Vargas

Consent

1. Approval of Minutes, *Action*
2. Preliminary Five-Year Capital Outlay Plan, *Information*

Discussion

3. California State University Maritime Academy Waterfront Master Plan Approval and EIR Certification, *Action*

MINUTES OF THE MEETING OF THE COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

Trustees of the California State University
Office of the Chancellor
Glenn S. Dumke Auditorium
401 Golden Shore
Long Beach, California

May 21, 2024

Members Present
Diana Aguilar-Cruz, Vice Chair
Larry L. Adamson
Raji Kaur Brar
Mark Ghilarducci
Leslie Gilbert-Lurie
Anna Ortiz-Morfit
Darlene Yee-Melichar

Wenda Fong, Chair of the Board
Mildred García, Chancellor

Trustee Aguilar-Cruz called the meeting to order.

Public Comment

Public comment occurred at the beginning of the meeting's open session prior to all committees. No public comments were made pertaining to committee agenda items.

Approval of the Consent Agenda

The minutes of the March 26, 2024 meeting of the Committee on Campus Planning, Buildings and Grounds were approved as submitted.

Item 2, San José State University Speed City & Spirit of '68 Track Facility Development Project and Grant Assignment, was approved as submitted (RCPBG 05-24-05).

Discussion Agenda

The committee did not have any items on the discussion agenda.

Trustee Aguilar-Cruz adjourned the Committee on Campus Planning, Buildings and Grounds.

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

Preliminary Five-Year Capital Outlay Plan

Presentation By

Steve Relyea
Executive Vice Chancellor and
Chief Financial Officer

Paul Gannoe
Assistant Vice Chancellor
Capital Planning, Design and Construction

Summary

This item provides information on the California State University (CSU) capital and facilities infrastructure program and planning in support of the Board of Trustees Operating Budget Request for 2025-2026. The Preliminary Five-Year Capital Outlay Plan for 2025-2026 through 2029-2030 incorporates campus deferred maintenance priorities along with facilities renewal, modernization, and improvements to support the academic and student life programs. The plan also reflects the projects funded in the 2024-2025 budget. The Final Five-Year Capital Outlay Plan will be presented to the Board of Trustees in September 2024 for approval.

The preliminary list of capital projects is included in Attachment A. The projects in the 2025-2026 plan year are in a draft priority order focusing funding on critical infrastructure and renovation with a small amount for growth pending further review. The universities have identified a need for nearly $31 billion in the Five-Year Capital Outlay Plan with roughly $4.9 billion in projects included in the 2025-2026 year. The $4.9 billion in the 2025-2026 budget request year includes approximately $1.4 billion in deferred maintenance projects and $740 million in infrastructure improvements for specific campus projects. The preliminary plan can be found at: https://www.calstate.edu/impact-of-the-csu/government/Advocacy-and-State-Relations/Pages/legislative-reports.aspx.

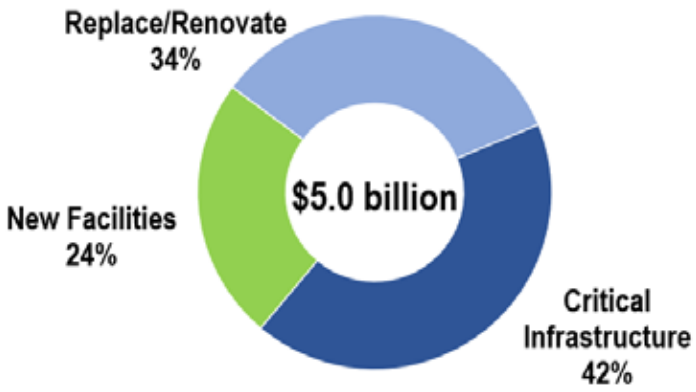
Preliminary Five-Year Capital Outlay Plan Overview

The primary objective of the Capital Outlay Program is to develop facility plans appropriate to the CSU's educational programs, create environments conducive to learning, and ensure that the quality and quantity of facilities at each of the 23 universities serve the students equally well.

The CSU Board of Trustees has established Categories and Criteria[1] to set capital program priorities to inform campuses as they develop and consider proposed campus projects. The Categories and Criteria emphasize projects that address health and life safety opportunities to provide a safe learning environment for students, and projects that address critical infrastructure integrity to ensure facilities remain operable to serve student needs and educational programs geared to learning inquiry and discovery.

The program identifies the universities' capital project priorities to address facility deficiencies and increase student enrollment growth. Universities have identified a funding need of $30.1 billion for the five-year period beginning in 2025-2026. The first year of the request (2025-2026), referred to as the Action Year, includes $5.0 billion to address academic and self-support facilities, with self-support making up approximately $811 million of this total.

Chart A – 2025-2026 Preliminary Capital Outlay Plan



The Preliminary Five-Year Capital Outlay Plan is submitted to the state legislature and the Department of Finance each September. After the preliminary plan is submitted to the Board of Trustees in July, the Chancellor's Office staff continues to work with universities to review the scope, budget, and schedule of the proposed projects in order to submit final project descriptions and justifications to the Board of Trustees in September and to the State in December.

The priority list reflects only minor changes from the 2024-2025 list, as limited funding was available to implement the priority projects from 2024-2025.

[1] Approved by the board in March 2019, RCPBG 03-19-02.

Enrollment, Capacity and Utilization

Several planning tools are utilized in the development of the Five-Year Capital Outlay Plan. Systemwide enrollment projections are used to analyze capacity in both lecture and lab space at each university to determine if a university has a space deficit or surplus. An analysis of the individual courses offered in each building and specific room is used to develop our systemwide utilization data.

The Chancellor's Office will work with each university to carefully and appropriately tailor university enrollment planning to specific university circumstances, challenges, and strengths. Therefore, as staff move through the final planning process analyzing the capacity at each university, it is expected that the longer-term enrollment planning for universities will be revised for the 2025-2026 plan to realign university budgets with actual enrollment.

The classroom and laboratory utilization rates are generated for each of the 23 universities of the California State University. Capacity space in the CSU is categorized as lecture or teaching laboratory to serve the full-time equivalent (FTE) student enrollment. Utilization data is used to show how efficiently the CSU is using capacity space based on California's higher education space standards set by the state legislature. Utilization is based on the hours per week a classroom or laboratory space is scheduled and the student station occupancy per class.

Both utilization rates and capacity surplus or deficit measurements continue to be impacted by a variety of factors including the continuing effects of the COVID-19 pandemic, enrollment declines, and a shift in teaching modality to more hybrid and remote offerings. These factors are driving the development of the capital program and are influencing decisions to continue to focus on repairing and replacing critical infrastructure, provide for increased energy efficiency, seismically strengthen our existing facilities, and undertake major building renovations. When merited by programmatic needs and enrollment, the program will include some limited growth projects.

Funding the Five-Year Capital Outlay Plan

In order to adequately address current and ongoing capital needs, the CSU employs funding strategies that include the following:

- Designated major maintenance reserves and designated capital reserves
- Investment earnings designated for deferred maintenance and capital improvements
- Continued pursuit of public private partnerships
- One-time funds
- Base operating funds to fund or finance projects
- Support of State General Obligation Bonds

Based on the funding levels for the CSU in the 2024-2025 operating budget, it is unlikely that any significant amounts will be directed toward the ongoing capital program. The Preliminary plan reflects this likelihood.

The CSU debt financing authority permits funding of deferred maintenance, energy efficiency improvements, seismic strengthening, acquisitions, renovations, and construction of new facilities. The use of CSU bond financing has been highly effective and since 2014, the Board of Trustees has approved approximately $2.6 billion in Systemwide Revenue Bonds to support the academic program. These funds have been primarily targeted to projects that address critical needs with roughly 70% allocated to critical renewal projects and improving existing facilities. Most of the funds have been allocated with the remainder planned to support increases to ongoing projects and infrastructure projects approved in previous plans. The CSU will continue to request increases to the support budget as part of the capital facilities and infrastructure funding strategy as annual increases would facilitate meaningful progress to address needs of the universities identified in the Five-Year Capital Outlay Plan to better serve CSU students and foster a creative and supportive learning environment.

Supplementing the two primary funding tools for capital programs, universities will be encouraged to invest in their maintenance and capital reserves to help fund projects. In addition, investment earnings realized through the Total Return Portfolio program will continue to be applied to facilities. Although the amounts are not large compared to one-time and recurring funding requests, these two sources have provided and will continue to provide much needed resources.

Next Steps

Staff will continue to work with universities to review the proposed scope and budget of proposed projects. The Final Five-Year Capital Outlay Plan will be presented for approval at the September 2024 meeting of the Board of Trustees followed by budget advocacy in the fall and spring.

2025/2026 Capital Outlay Program Project List

Cost Estimates are at Engineering News Record California Construction Cost Index 10461 and Equipment Price Index 5000

ACADEMIC PROJECTS LIST

(Dollars in 000s)

Priority Order	Category	Campus	Project Title	FTE	Phase	Campus Reserves/ Other	SRB-AP [1]	Total Budget	Cumulative Total Budget	Cumulative SRB-AP Budget
1	IA/IB	Statewide	Capital and Infrastructure Improvements [2]	N/A	APWCE	29,709	669,398	699,107	699,107	669,398
2	IA	*Sonoma*	*Utilities Infrastructure (Water)* [3]	N/A	WC	0	44,540	44,540	743,647	713,938
3	IA	*East Bay*	*Library Seismic (West Wing Relocations)* [4]	0	PWCE	3,429	30,858	34,287	777,934	744,796
4	IB	*Long Beach*	*Peterson Hall 1 Replacement Bldg (Seismic)*	-2,221	CE	15,000	175,956	190,956	968,890	920,752
5	II	*San Marcos*	*Integrated Sciences & Engineering*	555	CE	4,189	112,286	116,475	1,085,365	1,033,038
6	IB	*Dominguez Hills*	*Natural Science & Math Bldg Renovation (Seismic)*	198	WCE	0	93,880	93,880	1,179,245	1,126,918
7	II	*Fullerton*	*Science Laboratory Replacement (Seismic)*	214	PWCE	19,061	171,546	190,607	1,369,852	1,298,464
8	IB	*Sacramento*	*Engineering Replacement Building*	83	PWCE	9,635	151,428	161,063	1,530,915	1,449,892
9	IB	*Northridge*	*Sierra Hall Renovation*	0	PWCE	16,266	156,936	173,202	1,704,117	1,606,828
10	II	*Fresno*	*Concert Hall*	0	WCE	36,637	44,373	81,010	1,785,127	1,651,201
11	IB	*San Diego*	*Life Sciences Building, Ph. 1*	0	PWCE	70,000	80,208	150,208	1,935,335	1,731,409
12	II	*Channel Islands*	*Early Childhood Care and Education Center*	75	PWCE	19,493	25,284	44,777	1,980,112	1,756,693
13	IB	*San Francisco*	*Thornton Hall Renewal*	-581	PWCE	0	172,394	172,394	2,152,506	1,929,087
14	II	*Stanislaus*	*Classroom II*	1,917	PWCE	10,446	126,876	137,322	2,289,828	2,055,963
15	II	*Monterey Bay*	*Edward 'Ted' Taylor Science & Eng - Academic IV*	96	PWCE	27,500	7,000	34,500	2,324,328	2,062,963
16	IA	*Pomona*	*Library Building Renovation (Seismic)*	N/A	PWCE	2,000	76,659	78,659	2,402,987	2,139,622
17	II	San Luis Obispo	Student Success Center	500	PWC	40,000	20,000	60,000	2,462,987	2,159,622
18	IB	Humboldt	Visual Arts Building	133	PWCE	6,100	54,902	61,002	2,523,989	2,214,524
19	IA	Chico	Glenn Hall Replacement	0	PWCE	11,616	94,827	106,443	2,630,432	2,309,351
20	IB	San José	Duncan Hall Renovation, Ph. 1	0	PWCE	3,795	87,261	91,056	2,721,488	2,396,612
			Total Academic Projects	969		$ 324,876	$ 2,396,612	$ 2,721,488	$ 2,721,488	$ 2,396,612

SELF-SUPPORT / OTHER PROJECTS LIST

(Dollars in 000s)

Alpha Order	Category	Campus	Project Title	Spaces	Phase	Campus Reserves/ Other Budget	SRB-SS [5]	Total Budget	Cumulative Total Budget	Cumulative SRB-SS Budget
1	IB	Fresno	Valley Children Stadium Mod - N Endzone Upgrades	N/A	PWC	7,660	0	7,660	7,660	0
2	IB	Long Beach	Student Union Renovation	N/A	PWCE	76,730	225,851	302,581	310,241	225,851
3	IB	San Francisco	Mary Park Hall Renovation	400	PWCE	0	44,202	44,202	354,443	270,053
4	II	San José	Spartan Village on the Paseo Acquisition	679	A	99,000	66,816	165,816	520,259	336,869
5	II	San José	Alquist Faculty/Staff/Graduate Student Housing	399	PWC	264,000	0	264,000	784,259	336,869
6	IB	San José	Event Center HVAC Renewal	0	PWC	5,000	12,015	17,015	801,274	348,884
7	II	San Luis Obispo	Track & Field Clubhouse	N/A	PWCE	20,000	0	20,000	821,274	348,884
8	IB	Sonoma	Parking Lot Repairs	N/A	PWC	6,800	0	6,800	828,074	348,884
			Total Self-Support / Other Projects	1,478		$ 479,190	$ 348,884	$ 828,074	$ 828,074	$ 348,884
			Grand Total Academic and Self-Support Projects	2,447		$ 804,066	$ 2,745,496	$ 3,549,562	$ 3,549,562	$ 2,745,496

A = Acquisition / P = Preliminary Plans / W = Working Drawings / C = Construction / E = Equipment

Categories:

- I Existing Facilities/Infrastructure
  - A. Critical Infrastructure Deficiencies
  - B. Modernization/Renovation
- II Growth/New Facilities

Notes:

[1] SRB-AP: Systemwide Revenue Bonds - Academic Program

[2] The Capital and Infrastructure Improvements Program addresses smaller scale utility, building systems renewal, ADA, seismic strengthening, and minor upgrades. Projects are listed separately on the following page. [The list does not include State Deferred Maintenance funding requests.]

[3] Projects in *italics* have been approved by the Board of Trustees and are included only relative to the project funding total.

[4] Projects in *red italics* have previously received approval by the Board of Trustees and Department of Finance, and are included only relative to the project funding total.

[5] SRB-SS: Systemwide Revenue Bonds - Self-Support Program

COMMITTEE ON CAMPUS PLANNING, BUILDINGS AND GROUNDS

California State University Maritime Academy Waterfront Master Plan

Presentation By

Steve Relyea
Executive Vice Chancellor and
Chief Financial Officer

Michael J. Dumont
Interim President
California State University Maritime Academy

Paul Gannoe
Assistant Vice Chancellor
Capital Planning, Design and Construction

Summary

The California State University (CSU) Board of Trustees requires a long-range physical master plan for every campus that shows existing and anticipated facilities necessary to accommodate a specified academic year full-time equivalent student (FTES) level. Under the California Environmental Quality Act (CEQA), the Board of Trustees serves as the Lead Agency, which certifies CEQA documents for amendments to campus master plans and approves major revisions to campus master plan maps.

This agenda item requests the following actions by the Board of Trustees concerning the California State University Maritime Academy (Cal Maritime):

- Certification of the Environmental Impact Report (EIR) dated July 2024.
- Approval of the Waterfront Master Plan.

The Board of Trustees must certify that the EIR is adequate and complete under CEQA as a prerequisite to approving the Waterfront Master Plan. The EIR, Mitigation Monitoring and Reporting Program, Findings of Fact, and Statement of Overriding Considerations are available for review by the Board of Trustees and the public at: https://www.csum.edu/facilities-planning-design-and-construction/capital-improvement-projects/waterfront.html.

Attachment "A" is the proposed campus master plan. Attachment "B" is the existing campus master plan, which was last revised and approved by the Board of Trustees in July 2018.

Waterfront Master Plan

The proposed Waterfront Master Plan is part of a comprehensive strategic planning effort to fulfill the campus vision, mission, and core values. It is intended to identify and integrate key projects into a comprehensive plan to guide redevelopment of Cal Maritime's in-water and waterfront landside facilities and infrastructure to support academic and port operations, public access, and long-term resiliency, and increase cadet opportunities for hands-on maritime instruction. The project would not change enrollment or student (cadet) capacity on campus or alter projected growth of the university. Implementation of the Waterfront Master Plan would occur in three phases spanning an estimated 10 years, as follows.

Phase One: The initial phase is the only phase proposed for implementation at this time and includes all necessary improvements to accommodate home porting and operation of the new training ship, the National Security Multi-Mission Vessel (NSMV-V), to be provided by the U.S. Department of Transportation, Maritime Administration (MARAD). This phase includes construction of a new enlarged main pier and upgrades to the connecting trestle (causeway); dredging and the construction of new floating and training docks in Boat Basin 1 to support critical small vessel training programs; installation of navigational aids; reconfiguration of the marine yard to accommodate a staging area for ship supplies, support for embarkation and debarkation, and U.S. Coast Guard-required port security measures; and upgrades and relocation of utilities serving the main pier and marine yard. During construction of Phase One, the Training Ship Golden Bear (TSGB) would be temporarily berthed at a nearby MARAD facility.

Phase Two: Seismic retrofitting and rehabilitation of the existing boathouse; a new Boat Basin 2 with a breakwater and new floating and training docks to accommodate simultaneous safe movement of more than two vessels for academic on-water instruction and an expanded fleet of vessels, including a research vessel; and shoreline enhancements for improved boathouse accessibility.

Phase Three: A Marine Programs Multi-Use Building, Harbor Control Tower in the Marine Yard; a Marine Hydrokinetic (MHK) Barge and linking trestle and pier; a Waterfront Esplanade Canopy; a Row House and Floating Landing; and improvements to the publicly accessible waterfront.

Background

The Carquinez Strait waterfront is the most prominent feature of the Cal Maritime campus and supports teaching and recreational programming. Existing waterfront facilities include an approximately 2,640-foot-long publicly accessible waterfront promenade and public parking; an operational port for small craft; a pier; and the Training Ship Golden Bear, a 500-foot training vessel on long-term loan from MARAD. MARAD provides ships from the National Defense Reserve Fleet as training vessels for the six state maritime academies. Cal Maritime received the TSGB in 1996, following transfer from the U.S. Navy and conversion for the academy's use.

The TSGB is used for cadet instruction and for much of the academic year is at berth at Cal Maritime's pier. Each summer, first- and third-year cadets and licensed faculty officers set sail for an annual training cruise lasting approximately six weeks. While at sea, cadets apply classroom, lab, and waterfront training toward piloting, navigation, shipboard maintenance, and leadership development in an oceangoing vessel. The ship is presently captained by Captain Samar Bannister and staffed by crews of varying sizes for training purposes.

MARAD is currently working to replace the ships at all six maritime academies with new, purpose-built training vessels that better meet the academies' current training needs while also supporting disaster response and other critical national needs.

Accordingly, a time-critical component of the Waterfront Master Plan project is preparation for the arrival of the NSMV-V, which will replace Cal Maritime's TSGB. The NSMV-V will be the fifth in a fleet of new ships to be provided by MARAD. Most of the time, the vessels will be moored at the maritime academies and used for training. The Cal Maritime waterfront has never undergone comprehensive master planning and instead has evolved over time in response to evolving programmatic needs. A number of waterfront facilities and infrastructure require repairs or upgrades at this time to accommodate the NSMV-V and other programmatic needs.

However, because the new ships remain part of MARAD's National Defense Reserve Fleet, they may be called into specialized national service. The NSMV's dual-purpose design, for both cadet training and humanitarian assistance/disaster relief missions by the Federal Emergency Management Agency (FEMA) as needed, places unique demands on the landside and in-water infrastructure supporting its future Cal Maritime home port.

Arrival of the NSMV-V will elevate the level of training and shipboard experience for Cal Maritime's cadets. The NSMV-V will be larger than the TSGB, at 525 feet in length and 89 feet in width, and has more substantial "heavy weather" mooring requirements. Ship facilities will include 12 classrooms; two navigation labs; six cadet workshops; a large multi-purpose space; a training bridge; simulation spaces and lab spaces; and accommodations for 600 cadets and

100 officers, faculty, staff, and crew. The NSMV-V also has a medical bay and a helicopter landing pad for emergency use by FEMA, although these would not be used by Cal Maritime when the ship is in port. Delivery of the NSMV-V to Cal Maritime is currently anticipated in the fourth quarter of 2026.

Phases Two and Three of the Waterfront Master Plan would upgrade infrastructure and facilities that support other campus and public waterfront-dependent program needs, beyond accommodation of the NSMV-V. These needs include hands-on campus instruction related to small and large craft navigation, maintenance, and other ship provisioning operations; small craft navigation, mooring, and storage; and public recreational use.

Fiscal Impact

The total cost of Phase One of the Waterfront Master Plan, the only phase proposed for implementation at this time, is estimated at $102 million. A cooperative (cost-sharing) arrangement with MARAD that would reimburse Cal Maritime for 80% of specific eligible expenses, preliminarily estimated to total $80 million for an anticipated reimbursement of $64 million, will be finalized following approval of National Environmental Policy Act (NEPA) compliance by MARAD (expected in winter 2025), and subject to Congressional appropriation of funding. The remaining project funds will come from State Revenue Bonds supplied by the CSU.

Costs associated with Phases Two and Three of the Waterfront Master Plan, which are not time-critical, have not been determined at this time.

California Environmental Quality Act (CEQA) Action

The EIR has been prepared pursuant to the CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.) to evaluate the physical environmental effects of the Waterfront Master Plan. The EIR is presented to the Board of Trustees for review and certification. The Board of Trustees is the lead agency under CEQA and is responsible for approving and carrying out the Waterfront Master Plan and ensuring that the requirements of CEQA have been met.

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve a project (here, the Waterfront Master Plan). If the specific benefits of the Waterfront Master Plan project outweigh the unavoidable adverse environmental effects, those effects may be considered “acceptable” and the agency is then required to adopt a Statement of Overriding Considerations in order to approve the project. Because the EIR has determined that the project would result in a significant and unavoidable effect on cultural

resources, a Statement of Overriding Considerations has been prepared for Board of Trustees' consideration.

The EIR is both a "Project EIR" as defined by Section 15161 of the State CEQA Guidelines and a "Program EIR" as defined by Section 15168 of the State CEQA Guidelines. As described in CEQA Guidelines Section 15168(a), a Program EIR may be prepared for a series of actions that can be characterized as one large project and are, for example, related geographically or as parts of a chain of contemplated actions. The EIR addresses the time-critical Phase One of the Waterfront Master Plan, for which it is intended to provide comprehensive CEQA clearance, at a detailed, "project" level, and addresses the subsequent phases at a program level. Because the project entails federal funding, it is also subject to the NEPA, for which MARAD is the lead agency.

Issues identified during the public review period are fully discussed in the EIR and impacts have been analyzed in accordance with CEQA requirements. Where a potentially significant impact is identified, mitigation measures are required to reduce the impact to the maximum extent feasible. The EIR concluded that the project would result in a single significant and unavoidable impact to an archaeological resource, related to the demolition of the remnants of the sunken 414-foot-long Contra Costa wooden-hulled ferry, just offshore of the campus's shoreline, to allow the dredging of proposed new Boat Basin 2 under Phase Two of the Waterfront Master Plan. The hull, the remnants of a sidepaddle wheel, steam-powered passenger and freight train ferry launched by the Southern Pacific Railroad Company in 1914 to provide service between Port Costa and Benicia and decommissioned in 1930 upon the opening of the Benicia-Martinez bridge, was determined to be a significant archaeological resource as defined in State CEQA Guidelines Section 15064.5 and is potentially eligible for listing on the National Register of Historic Places and the California Register of Historical Resources. All other project impacts were determined to be less than significant or mitigated to a less than significant level. A Mitigation Monitoring and Reporting Program has been prepared in conjunction with the Final EIR.

Summary of Issues Identified Through Public Review of the Draft EIR

The Draft EIR was distributed for public review and comment for a period of 45 days commencing on May 15, 2024, and concluding on June 29, 2024. The Final EIR, including the Draft EIR, all public comments received on the Draft EIR, responses to those comments, and revisions and clarifications to the Draft EIR, is available for review at: https://www.csum.edu/facilities-planning-design-and-construction/capital-improvement-projects/waterfront.html.

When the public comment period closed, four comment letters had been received by Cal Maritime, including two letters from state resource agencies (California State Lands Commission and California Department of Fish and Wildlife), one letter from an organization (Vallejo Architectural

Heritage Foundation), and one letter from an individual. The issues raised in public comments are summarized below.

Cal Maritime prepared formal responses to all comments, which are included in the EIR. Amendments/revisions to the Draft EIR resulting from public comments are included in the Final EIR. None of the comments submitted or issues raised require recirculation of the EIR or the need for additional analysis in the EIR.

California State Lands Commission

The California State Lands Commission (Commission) jurisdiction extends from their role as a trustee agency for projects that could affect state sovereign lands and accompanying public trust resources or uses. The Waterfront Master Plan project would extend into ungranted state sovereign land in the Carquinez Strait, as well as into lands already granted under lease for use by the California Maritime Academy. Accordingly, an amendment of the existing lease is required.

The Commission requested additional information about breakwater structures incorporated into the new main pier, noting its necessity for EIR impact analysis. While engineering-level detail is not required to support impact determinations in an EIR, the response states that the Biological Resources and Hydrology and Water Quality EIR chapters address the issues raised in the comment. Additional detail regarding the new pier and associated structures is also required and included in regulatory permit applications, which are currently under review.

The Commission requested details about new and maintenance dredging and resulting sedimentation and pollution impacts. The response states that these impacts are addressed in the Biological Resources, Hazards and Hazardous Materials, and Hydrology and Water Quality chapters of the EIR, and sediment testing and management are required mitigation. The response further states that mitigation includes required coordination with and approval from the San Francisco Dredge Material Maintenance Office for all dredging activity and acknowledges that process may impose additional management requirements.

The Commission commented on the need to avoid introduction of invasive species during construction; the response notes that the EIR contains required mitigation addressing this.

The Commission requested consideration of environmental justice as part of the EIR analysis; the response notes that that is not a required or regulated environmental impact under CEQA, but notwithstanding, Cal Maritime conducted considerable public engagement and outreach during EIR preparation including with the residential neighborhood to the north, as well as tribal consultation, and incorporated input from those processes into the EIR. The EIR determined that the Waterfront Master Plan would not cause disproportionately high and adverse human health or

environmental impacts on an environmental justice community, and would result in beneficial effects related to enhancements to public access for environmental justice communities.

California Department of Fish and Wildlife

The California Department of Fish and Wildlife (Fish & Wildlife) is the State of California's Trustee Agency for fish and wildlife resources and holds those resources in trust for the state's citizens. It has jurisdiction over the conservation, protection, and management of fish and marine biodiversity, wildlife, native plants, and habitat for those species, and is charged with providing expertise during public agency environmental review processes.

Fish and Wildlife concurred with mitigation required for hydroacoustic impacts from pier pile-driving on listed species and requested discussion of compensatory mitigation (i.e., restoration, creation, enhancement of preservation of aquatic resources, required under the Clean Water Act in addition to standard avoidance and minimization of impacts). Fish and Wildlife also noted inconsistency in the EIR regarding the stated numbers and sizes of proposed piles. The response provided updated pier counts and sizes, noting that this is still subject to change. The response further noted that mitigation for hydroacoustic impacts was revised in the Final EIR to state consultation is still ongoing with Fish and Wildlife as part of the Incidental Take Permit application process, and final pier specifications and compensatory mitigation will be finalized as part of that process and through permit conditions.

Fish and Wildlife commented on potential impacts on the white sturgeon, which it identified as threatened under the California Endangered Species Act, and on other aquatic species including eelgrass. The response noted that white sturgeon was evaluated in the EIR, but is not yet listed and remains a candidate for listing. The response also stated that mitigation was updated in the Final EIR to include Fish and Wildlife as a reviewing agency for the eelgrass survey and mitigation plan.

Finally, Fish and Wildlife commented on the proposed living reef project component with respect to impacts on invasive species and impacts on eelgrass; the response noted that that component was evaluated at a programmatic level only in the EIR and further design and review, including by Fish and Wildlife, would occur prior to its implementation.

Vallejo Architectural Heritage Foundation and Private Individual

The Vallejo Architectural Heritage Foundation (Foundation) and a private individual each submitted a comment letter addressing the sunken Contra Costa ferry, the sunken schooner Bangor and an unnamed wreck closer to shore, and the Boathouse. Both the Foundation and private individual requested documentation of the Contra Costa and Boathouse, and of the two other sunken ships, with historical markers or displays and submittal for formal listing on the National

and California Historical Registers, working in collaboration with the Vallejo Architectural Heritage and Landmarks Commission, the Vallejo Museum, and the Vallejo Architectural Heritage Foundation. Both letters also suggested salvage of any artifacts remaining on the Contra Costa.

The responses noted that no impact is anticipated on the Bangor or unnamed wreck, and impacts on the Contra Costa and the Boathouse would occur only if later project phases are undertaken. Impacts will require formal consultation with the Office of Historic Preservation (State Historic Preservation Officer), by law. The Boathouse is proposed for renovation consistent with the U.S. Secretary of the Interior's Standards for Rehabilitation and no significant impacts on its historic eligibility are anticipated. Mitigation for the Contra Costa would be developed during consultation with the SHPO and is likely to include interpretive materials and could address the Bangor and unnamed wreck. Cal Maritime will continue to engage in outreach with stakeholders interested in its historic and historic-era archaeological resources as the Waterfront Master Plan is implemented.

The response also clarified that historical register eligibility findings provide the same level of regulatory oversight and protections as official registration on the National and California Historical Registers. Moreover, and while official registration is beneficial in terms of tax incentives for rehabilitation projects or tax deductions for donation of preservation easements, those benefits would not apply to the proposed project.

Both comment letters mistakenly referenced "transfer" of the Training Ship Golden Bear back to MARAD and requested documentation of the ship's history. The response clarified that all training ships are owned by MARAD and provided on loan to Cal Maritime. Assessment of historic significance of its vessels would take place at such time as they reach the age threshold for evaluation as historical resources, under that agency's purview.

Finally, both letters expressed general support for the project; appreciation for the Waterfront Master Plan's emphasis on public access and the EIR's documentation of the historic resources within the project site; and encouragement to continue to engage with the City of Vallejo and other stakeholders as project implementation occurs.

Summary of Project Alternatives

Several alternatives were initially considered but dismissed from further evaluation in the EIR because they did not reduce significant project impacts, were logistically infeasible, or did not meet most project objectives. These include a No Project Alternative, Larger Pier Alternative, Pier Replacement Only Alternative, Temporary Berthing of TSGB at Mare Island, No New Dredging Alternative, and an Off-Site Alternative.

The four alternatives analyzed in detail in the EIR include the following:

Alternative 1: No Project–No Development Alternative: This alternative assumed no buildout of the Waterfront Master Plan and thus no arrival of the NSMV-V. The project site, pier, trestle, and other waterfront elements would remain in their current condition; there would be no delivery of the NSMV-V to the university; and the TSGB would remain as the cadets' primary experience for hands-on applied instruction until its retirement date. After the TSGB is recalled in 2030, Cal Maritime would not be able to fulfill its mission to provide high-quality licensed officers and other personnel for the merchant marine and national maritime industries. Additionally, the underlying project purpose and need would not be met: the new NSMV would not be able to moor at the academy and there would be no training ship for the university to provide hands-on instruction and training related to large craft navigation, maintenance, and other ship provisioning operations for the merchant marine and national maritime industries. This would ultimately eliminate the hands-on maritime educational component at Cal Maritime and for the CSU. Additionally, the existing pier would continue to deteriorate and no longer be able to safely moor or provide access to any vessels.

Alternative 2: No Master Plan–Mooring Dolphin Only Alternative: This alternative assumes no buildout of the Waterfront Master Plan, maintaining the existing pier and trestle, and constructing four new mooring dolphins approximately 30 feet farther out in Morrow Cove to allow berthing of the NSMV-V at the university without upgrades to the existing pier. Because no development would occur under this alternative, it would reduce impacts on biological resources, geology and soils, and hydrology and water quality. However, aesthetic impacts would be greater than the proposed project, as the scenic quality and character of the campus would deteriorate. Additionally, cadets would not have full-time immediate access to the ship and would require water shuttles for access. Shuttling cadets to and from the ship would also limit emergency response capabilities in the event of an emergency or fire and create gangway safety issues for obtaining access to the ship. Also, this alternative would not meet the operational needs of the ship and university objectives for training and education in maritime activities such as training cadets in roll-on/roll-off functionality. In addition, because this alternative would have the NSMV-V moored further out in Morrow Cove with no direct access to the ship, it would not meet project objectives to update the existing marine yard to accommodate improved access, create a staging area for ship supplies for the annual training cruise, establish training areas, support embarkation and debarkation, and implement U.S. Coast Guard–required port security measures.

*Alternative 3: No Boat Basin 2 (Historic Preservation) Alternativ*e: This alternative assumed development of all phases of the Waterfront Master Plan except Boat Basin 2. Buildout of the Waterfront Master Plan would occur as described, except that it would not include a new Boat Basin 2 or associated new 18,000 square-foot pier with breakwater, meant to provide wind and wave protection for small craft and docked larger craft, or additional slips and berthing areas for

Cal Maritime's fleet of small passenger boats and other vessels currently located off-site and/or planned for future acquisition. This alternative would reduce in-water construction and dredging activities, thus reducing impacts on biological resources and geology and soils, as well as the significant and unavoidable project-level and cumulative impacts related to the historically significant Contra Costa archaeological resource. This alternative would not optimize movement and storage of Cal Maritime's fleet of vessels and would reduce opportunities for cadet training and on-water instruction. In addition, it would not achieve project objectives to expand and optimize the boat basin to allow simultaneous safe movement of more than two vessels for academic on-water instruction and recreational activities; accommodate Cal Maritime training and small recreational craft currently moored off-site because of lack of space; and accommodate an expanded Cal Maritime fleet of vessels.

Alternative 4: No Boathouse, Shoreline, or Public Access Improvements Alternative: This alternative assumed development of all components of the Waterfront Master Plan, except the boathouse seismic renovation and rehabilitation and the shoreline and public access improvements proposed in Phases Two and Three. Without the necessary upgrades, this alternative would render the boathouse unable to provide cadet training, vessel storage, or woodworking and vessel service/demonstration areas. This alternative would reduce impacts on geology and soils (including paleontological resources) and water quality, since it would entail less ground disturbance and less new impervious area. However, this alternative would not minimize impacts on historic resources or avoid significant and unavoidable project-level and cumulative impacts on the historically significant Contra Costa archaeological resource. This alternative would not achieve key project objectives including to rehabilitate the boathouse in a manner that retains its historic integrity; link campus buildings with waterfront open space and enhance public pedestrian and bicycle access to and along an activated waterfront; ensure waterfront resilience to climate and storm-related stresses; and protect ecological functions along the waterfront.

Environmentally Superior Alternative: Alternative 3, No Boat Basin 2 (Historic Preservation), was determined to be the environmentally superior "action" or "build" alternative, since the No Project Alternative would not achieve any of the project objectives. Although some environmental impacts would be comparable to those of the proposed project, several significant impacts would be reduced and the significant and unavoidable impact on the Contra Costa archaeological resource would be avoided due to the reduced in-water construction and dredging activity under Phase Two.

Conclusion: Each of the four alternatives would partially meet a majority of project objectives, but none would fully meet the majority of project objectives as the proposed project would.

Recommendation

The following resolution is presented for approval:

RESOLVED, by the Board of Trustees of the California State University, that:

1. The Board of Trustees finds that the Waterfront Master Plan EIR has been prepared in accordance with the requirements of the California Environmental Quality Act.

2. The EIR addresses the proposed Waterfront Master Plan and all related discretionary actions.

3. Prior to the certification of the EIR, the Board of Trustees reviewed and considered the EIR and found it to reflect the independent judgment of the Board of Trustees. The Board of Trustees hereby certifies the EIR as complete and adequate and finds that it addresses all potentially significant environmental impacts of the project and fully complies with the requirements of CEQA. For purposes of CEQA and the State CEQA Guidelines, the administrative record includes the following:
    a. The Draft EIR for the Waterfront Master Plan;
    b. The Final EIR, including comments received on the Draft EIR, responses to comments, and revisions to the Draft EIR in response to comments received;
    c. The proceedings before the Board of Trustees relating to the California State University Maritime Academy Waterfront Master Plan, including testimony and documentary evidence introduced at such proceedings; and
    d. All attachments, documents incorporated by reference, and references cited in the documents specified in items (a) through (c) above.

4. This resolution is adopted pursuant to the requirements of Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines, which require the Board of Trustees to make findings prior to the approval of the project.

5. The Board of Trustees hereby adopts the Statement of Overriding Considerations stating that project benefits to The California State University outweigh the remaining significant and unavoidable impacts on an archaeological resource.

6. The Board of Trustees hereby adopts the CEQA Findings of Fact and Mitigation and Mitigation Monitoring and Reporting Program. The required mitigation measures shall be monitored and reported in accordance with the Mitigation Monitoring and Reporting Program, which meets the requirements of CEQA (Cal. Pub. Res. Code § 21081.6; Guidelines § 15097).

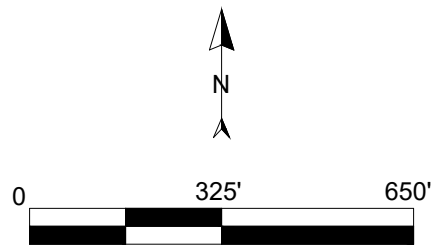
7. The project will benefit the California State University.

8. The Waterfront Master Plan dated July 2024 is approved.

9. The chancellor or her designee is requested under Delegation of Authority granted by the Board of Trustees to file the Notice of Determination for the EIR for the California State University Maritime Academy Waterfront Master Plan.

California State University Maritime Academy

Campus Master Plan
Master Plan Enrollment: 2,200 FTE
Approval Date: May 2002
Proposed Revision: July 2024
Main Campus Acreage: 92



Buildings	Campus Boundary	Parking
EXISTING BUILDING	EXISTING	EXISTING LOT
FUTURE BUILDING	FUTURE	FUTURE LOT
TEMPORARY BUILDING		EXISTING STRUCTURE
EXISTING BUILDING NOT IN USE		FUTURE STRUCTURE

California State University Maritime Academy

Master Plan Enrollment: 2,200 FTE

Master Plan approved by the Board of Trustees: May 2002

Master Plan Revision approved by the Board of Trustees: January 2013, January 2018, July 2018

1. Administration
2. Classroom Building
3. Faculty Offices
4. ABS Lecture Hall
5. Library
6. Archive Building
7. Steam Plant Simulator
9. Receiving
10. Physical Plant
11. Boat House
12. *Main Pier*

12A. *Secondary Pier*

12B. *Row House*

13. Rizza Auditorium

13A. *Rizza Auditorium Addition*

14. Mayo Hall
15. Student Center
16. Student Services Center
17. Residence Hall "A"
18. Residence Hall "B"
19. Residence Hall "C"
20. Residence Hall
21. The Charlotte Felton House (Admissions Building)
22. Staff Housing 2
23. Staff Housing 3
24. Staff Housing 4
25. Staff Housing 5
26. Field House
27. Storage-Plant Operations
28. Information Technology
29. Grounds
30. Faculty Lounge
32. Shoreside Boiler
33. Laboratory Building
34. Mini Park
35. Bodnar Field
36. All Sports Courts
39. Physical Education/Aquatics Survival Center
40. Dining Center
41. Simulation Center
42. Technology Center
45. Keelhauler Shop
46. Marine Programs 1
47. Naval Science Modular
48. Facilities Management
50. University Police Department
55. McAllister Hall
56. Maritime North
57. *Academic Building A/Learning Commons 1*
58. *Academic Building B/Learning Commons 2*
59. *Marine Programs 2*
60. *Facilities*
61. *Academic Building C/Learning Commons 3*
62. *Cal Maritime Extension*
63. *Lower Residence Hall Replacement*
64. *Residence Hall 1 - West Campus*
65. *Residence Hall 2 - West Campus*
66. *Residence Hall 3 - West Campus*
67. *Upper Residence Hall Replacement*
68. *Administration*
69. Classroom Annex
70. *Hydro-Kinetic Barge & Pier*

LEGEND:
Existing Facility / *Proposed Facility*

NOTE: Existing building numbers correspond with building numbers in the Space and Facilities Data Base (SFDB)

California State University Maritime Academy

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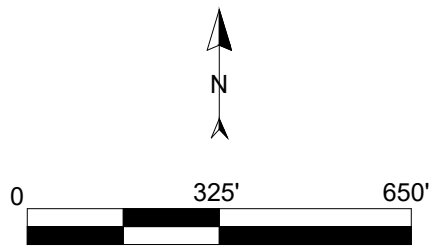

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EXISTING BUILDING NOT IN USE		FUTURE STRUCTURE

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42. Technology Center
45. Keelhauler Shop
46. Marine Programs
47. Naval Science Modular
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