

**TRADE CORRIDOR IMPROVEMENT FUND  
PROJECT BASELINE AGREEMENT**

**TCIF #**

**Port of Los Angeles**

**Everport Terminal Berth Efficiency and Emission Reduction Project**

**1. PARTIES AND DATE**

**1.1** This Project Baseline Agreement (Agreement) for the Port of Los Angeles - Everport Terminal Berth Efficiency and Emission Reduction Project, effective on \_\_\_\_\_, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the City of Los Angeles (“City”), acting through its Board of Harbor Commissioners (Project Sponsor), sometimes collectively referred to as the “Parties”.

**2. RECITAL**

**2.1** Whereas at its \_\_\_\_\_ Meeting the California Transportation Commission amended the Trade Corridor Improvement Fund and included in this program of projects the Port of Los Angeles - Everport Terminal Berth Efficiency and Emission Reduction Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Study Report/Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form as attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

**3. GENERAL PROVISIONS**

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, “Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF),” dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission’s Trade Corridor Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission’s Accountability Implementation Plan and policies, and program and baseline amendment processes.
- 3.5** The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.
- 3.6** To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.7** To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring

Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.

3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

#### 4. **SPECIFIC PROVISIONS AND CONDITIONS**

##### 4.1 **Project Schedule and Cost**

See Project Programming Request Form, attached as Exhibit A.

##### 4.2 **Project Scope**

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

##### 4.3 **Project Benefits**

See Project Benefits Form, attached as Exhibit C.

##### 4.4 **Other Project Specific Provisions and Conditions**

This Project Baseline Agreement is subject to the provisions of the Los Angeles City Charter which, among other things, precludes the City from making any expenditure of funds or incurring any liability, including contractual commitments, in excess of the amount currently appropriated. Nothing in this Project Baseline Agreement shall be interpreted to conflict with such requirements. However, the Board of Harbor Commissioners, in approving this Project Baseline Agreement, has expressed its intended commitment to the specific projects covered by this Project Baseline Agreement, and the identified sources of funds and expects such funds to be available and to appropriate such funds in the fiscal years they are to be expended



TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AGREEMENT  
EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROGRAM

EXHIBIT A

Project Programming Request Form

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No						Date:	11/14/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.	
07				0			TBD	TCIF
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
LA				Port of Los Angeles				
				MPO		Element		
				SCAG		Local Assistance		
Project Manager/Contact		Phone		E-mail Address				
Brian Correa		(310) 732-3643		<a href="mailto:bcorrea@portla.org">bcorrea@portla.org</a>				
<b>Project Title</b>								
Everport Terminal Berth Efficiency and Emission Reduction Project								
<b>Location (Project Limits), Description ( Scope of Work)</b>								
<p>The project is located at the Everport Terminal on Terminal Island in the Port of Los Angeles.</p> <p>The project entails a new wharf at the Everport Terminal to accommodate larger vessels and more/larger electrified gantry cranes (the cranes are not part of this grant request and are the sole responsibility of the terminal operator). Detailed project elements are listed on Page 2.</p>								
<b>Component</b>		<b>Implementing Agency</b>						
PA&ED		Port of Los Angeles						
PS&E		Port of Los Angeles						
Right of Way		Port of Los Angeles						
Construction		Port of Los Angeles						
<b>Legislative Districts</b>								
Assembly:	District 70		Senate:	District 35		Congressional:	District 44	
<b>Project Benefits</b>								
<p>The project will have the following benefits for goods movement:</p> <p>- increased velocity of goods, increased throughput, increased reliability, and congestion reduction</p>								
<b>Purpose and Need</b>								
<p>The Project is needed to accommodate larger vessels now and over the coming years, which in turn yields additional terminal capacity to accommodate expected future growth in container cargo. Additional text is provided on Page 2</p>								
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>	
Local streets and roads		Operational improvements						
ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No			
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes		
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						N/A		
Begin Environmental (PA&ED) Phase							10/23/14	
Circulate Draft Environmental Document				Document Type	EIR/FONSI		04/19/17	
Draft Project Report							N/A	
End Environmental Phase (PA&ED Milestone)							10/19/17	
Begin Design (PS&E) Phase							09/19/14	
End Design Phase (Ready to List for Advertisement Milestone)							11/15/18	
Begin Right of Way Phase							N/A	
End Right of Way Phase (Right of Way Certification Milestone)							N/A	
Begin Construction Phase (Contract Award Milestone)							04/02/19	
End Construction Phase (Construction Contract Acceptance Milestone)							04/02/21	
Begin Closeout Phase							04/03/21	
End Closeout Phase (Closeout Report)							04/30/22	

## ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 11/14/18

**Additional Information**

The proposed Project is needed to accommodate larger vessels now and over the coming years, which in turn yields additional terminal capacity to accommodate expected future growth in container cargo, serving the entire country. About 40% of all U.S. imports and 25% of all U.S. exports move through the Ports of Los Angeles and Long Beach (POLA/POLB). The POLA/POLB handled 16.9 million twenty-foot equivalent units (TEUs) in 2017. The POLA/POLB jointly prepare long-term container forecasts using macro-economic models. The last forecast was prepared in 2016, which yielded an unconstrained market demand of about 41 million by the year 2040. Estimated existing capacity of the POLA/POLB is about 28 million TEU. Hence, this additional capacity via an improved wharf is needed to accommodate expected future growth over time.

In order to meet this need, the project entails the following elements:

- Dredging (use all-electric equipment, without emissions) of 30,000 cubic yards from Berths 226-229 to a depth of -55' MLLW to accommodate larger ships (the existing design depth is -45' MLLW)
- Dredging (use all-electric equipment) of 8,000 cubic yards from Berths 230-232 to a depth of -49' MLLW to accommodate larger ships (the existing design depth is -45' MLLW)
- Installation of approximately 1,500 lineal feet of sheet piling to stabilize the wharf
- Disposal of 38,000 cubic yards of dredged material at ocean disposal site and/or upland disposal facility
- Construction of electric power infrastructure for new wharf cranes
  - Three wharf crane electrical power vaults; three fiber optic vaults for crane control systems; approximately 3,000 feet of conduit within trenches
- 19 new fenders (including new spacers) needed to handle the larger vessels
- 22 bollard upgrades (to 150 metric ton weight capacity) and 2 new bollards (200 MT capacity) needed to handle larger vessels
- One new electrical substation needed to power new wharf cranes
- In addition to the above elements, the POLA is also upgrading the existing shore-side electric power for the wharf (Alternative Marine Power – AMP). TCIF program funds will not be used for this particular element, but is part of the overall project scope/cost. The AMP infrastructure eliminates most of the vessel emissions when at berth.

The project will yield the following benefits:

- Velocity: the speed by which cargo would travel from the port through the distribution system
  - New wharf enables larger vessels, from 8,000 twenty-foot equivalent units (TEU) to 16,000 TEU vessels, which might otherwise have to wait to berth at another terminal in the POLA or POLB, that could accommodate the larger vessel physically, but must queue/anchor to use that other berth
  - New wharf enables use of more and larger cranes to unload/load containers more efficiently due to better utilization rates compared to current conditions
- Throughput: the volume of cargo that would move from the port through the distribution system
  - New wharf enables larger vessels, and more/larger cranes to unload/load containers, and thus provides additional capacity for the terminal in the amount of 297,000 TEU/year
- Reliability: a reasonably consistent and predictable cargo travel time between points
  - New wharf enables larger vessels, from 8,000 twenty-foot equivalent units (TEU) to 16,000 TEU vessels, which might otherwise have to wait to berth at another terminal in the POLA or POLB, that could accommodate the larger vessel physically, but must queue/anchor to use that other berth
- Congestion reduction: the reduction in recurrent daily hours of delay to be achieved
  - The larger vessels that can be handled will literally have a greater concentration of import containers destined for inland U.S. locations via on-dock rail (vs. off-dock rail). Thus, on-dock use is expected to increase as a result of the new wharf. To be conservative, credit for this expected on-dock volume increase was not assumed in the EIR/EIS.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 11/14/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA				0	TBD
<b>Project Title:</b> Everport Terminal Berth Efficiency and Emission Reduction Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Port of Los Angeles
PS&E									Port of Los Angeles
R/W SUP (CT)									Port of Los Angeles
CON SUP (CT)									Port of Los Angeles
R/W									Port of Los Angeles
CON									Port of Los Angeles
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,523							3,523	
PS&E	1,632	70						1,702	
R/W SUP (CT)									
CON SUP (CT)		269	1,078	776	32			2,155	
R/W									
CON		5,430	7,568	1,910	227			15,135	
TOTAL	5,155	5,769	8,646	2,686	259			22,515	

Fund No. 1:	POLA								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									POLA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,523							3,523	
PS&E	1,632	70						1,702	
R/W SUP (CT)									
CON SUP (CT)		269	1,078	776	32			2,155	
R/W									
CON			7,568	1,910	227			9,705	
TOTAL	5,155	339	8,646	2,686	259			17,085	

Fund No. 2:	TCIF								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									TCIF POLA Savings Reallocation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,430						5,430	
TOTAL		5,430						5,430	





EXHIBIT B

Project Study Report Equivalent

**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT**  
**PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**



**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT  
PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

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Approved by the City of Los Angeles Harbor Department:

This Project Study Report Equivalent has been prepared under the direction of the following staff authorized by the sponsoring agency to sign for the work. The person signing below attests to and certifies the technical information contained herein and the engineering data upon which the recommendations, conclusions, and decisions are based.



\_\_\_\_\_  
*authorized staff*

November 19, 2018

*DATE*

TR 1858

*If applicable California PE Stamp and Lic #*

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**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT**  
**PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

The Port of Los Angeles (POLA) requests the programming of State Proposition 1B Trade Corridors Improvement Fund (TCIF) program funds for the Everport Terminal Berth Efficiency and Emission Reduction Project. The TCIF funds for this programming will be provided via de-allocation of savings from three recently completed POLA projects (request made separately to Caltrans) as follows:

De-Allocated projects (savings)	
TCIF # 20: I-110/C St. Interchange	\$ 464,324
TCIF #22:South Wilmington Grade Separation	\$1,261,817
TCIF #87.2: TraPac Terminal – Phase 2	\$3,704,230
<b>Total Funds for Reprogramming</b>	<b>\$5,430,371</b>

**PROJECT DESCRIPTION**

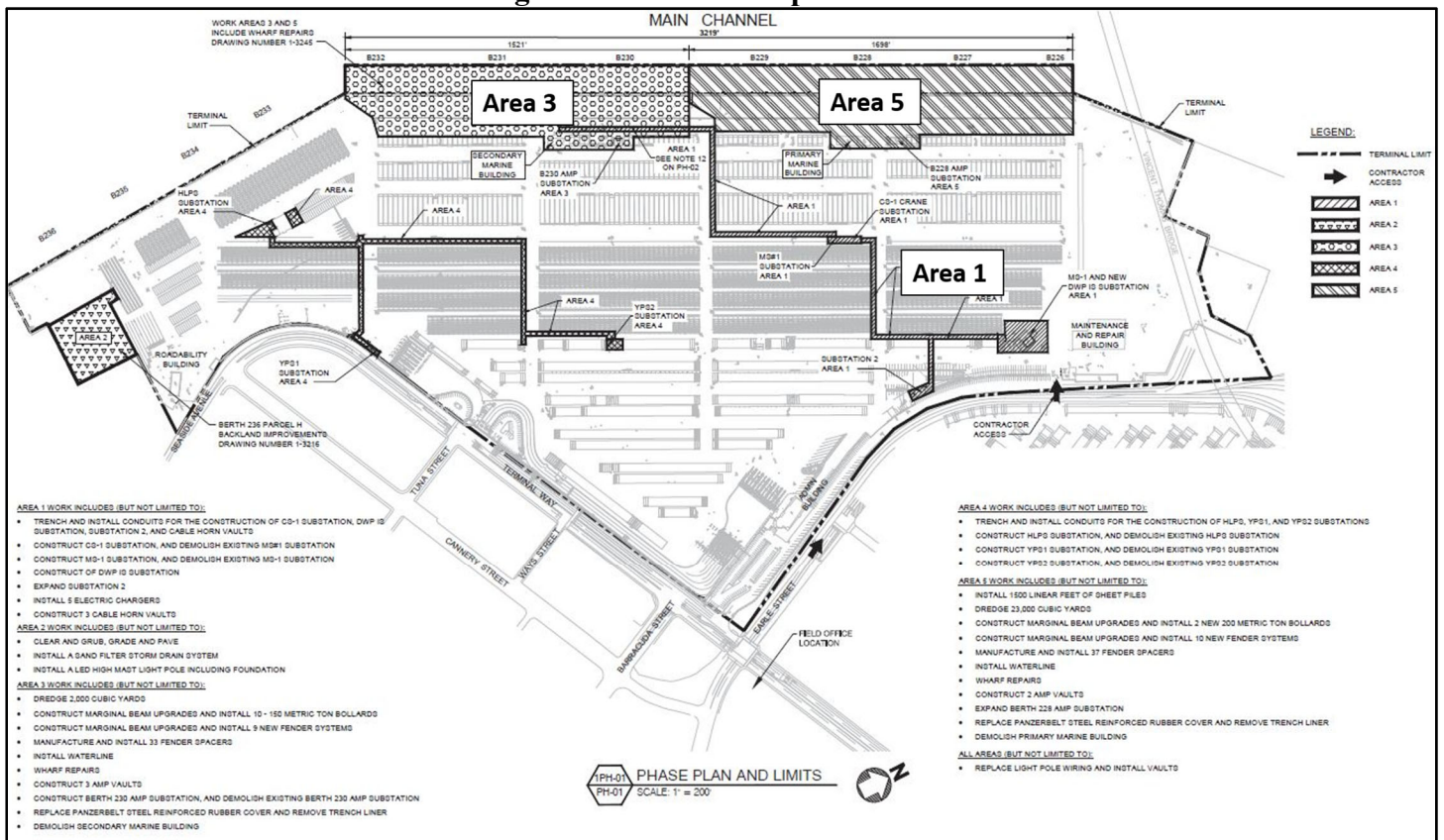
The project entails an improved wharf at the Everport Terminal to accommodate larger vessels and more/larger electrified gantry cranes (the cranes are not part of this grant request, and are the sole responsibility of the terminal operator). The project location is illustrated in Figure 1. Figure 2 illustrates the overall construction project area.

**Figure 1. Project Location**



**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT  
PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

**Figure 2. Site Plan Improvements**



The specific elements for which TCIF funding is requested pertains to:

- Portions of “Area 1” pertaining to electrical power provision for the new wharf cranes; excluding any infrastructure exclusively for AMP
- “Area 3;” excluding any infrastructure exclusively for shore-side electric power for the wharf (Alternative Marine Power – AMP)
- “Area 5;” excluding any infrastructure exclusively for AMP

Attachment A contains detailed drawings illustrating the key project elements, and includes the following construction elements located within Areas 1, 3, and 5 listed above:

- Dredging (use all-electric equipment, without emissions) of 30,000 cubic yards from Berths 226-229 to a depth of -55’ MLLW to accommodate larger ships (the existing design depth is -45’ MLLW)
- Dredging (use all-electric equipment) of 8,000 cubic yards from Berths 230-232 to a depth of -49’ MLLW to accommodate larger ships (the existing design depth is -45’ MLLW)
- Installation of approximately 1,500 lineal feet of sheet piling to stabilize the existing wharf
- Disposal of 38,000 cubic yards of dredged material at ocean disposal site and/or upland disposal facility
- Construction of electric power infrastructure for new wharf cranes

**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT  
PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

- Three wharf crane electrical power vaults; three fiber optic vaults for crane control systems; approximately 3,000 feet of conduit within trenches
- 19 new fenders (including new spacers) needed to handle the larger vessels
- 22 bollard upgrades (to 150 metric ton weight capacity) and 2 new bollards (200 MT capacity) needed to handle larger vessels
- One new electrical substation needed to power new wharf cranes
- In addition to the above elements, the POLA is also upgrading the existing shore-side electric power for the wharf AMP. The TCIF program funds will not be used for this particular element, but is part of the overall project scope/cost. The AMP infrastructure eliminates most of the vessel emissions when at berth.

**Schedule/Costs/Funding**

This project advertised November 15, 2018. The environmental document/clearance for this project was approved by the POLA Board of Harbor Commissioners in October 2017 (see Attachment B). Construction contract award is expected by April 2019, with completion by April 2021. The total cost for the overall terminal program is \$65 million, which includes the costs for AMP and some minimal container yard area improvements, such as a new electrical power substation (see Figure 2 and Attachment A). The total cost pertaining to the participating project elements described above, is \$22.515 million (which includes pre-construction phase costs). The construction phase cost for these participating elements, for which \$5.430 million of TCIF programming is requested, is \$15.135 million (see Attachment C for details). The POLA is fully committed to this project, and the proposed matching funds are programmed in the POLA’s Fiscal Year (FY) 2019 budget (see Attachment C) and five-year capital improvement plan, which ensures needed future FY commitments. The POLA funds come directly from the private sector, via our numerous facility lease fees and revenue. The table below illustrates the costs/cash flow needs (also see Project Programming Request Form in Attachment C):

**Table 1. Project Costs**

(Project Cost 1,000's)	Prior	FY18-19	FY19-20	FY20-21	FY21-22	Total
Planning & Environmental	\$ 3,523					\$ 3,523
PS&E	\$ 1,632	\$ 70				\$ 1,702
Construction Support		\$ 269	\$ 1,078	\$ 776	\$ 32	\$ 2,155
Construction		\$ 5,430	\$ 7,568	\$ 1,910	\$ 227	\$15,135
Total	\$ 5,155	\$ 5,769	\$ 8,646	\$ 2,686	\$ 259	\$22,515

**Project Delivery Plan**

The POLA has committed to the terminal operator to award a construction contract in April 2019. The POLA has completed the “Plans, Specifications, and Estimates” (PS&E), and will advertise for construction, with a low-bid contract expected to cover all construction elements (a separate contract will be used with another firm for construction management services). The POLA also will provide in-house construction engineering services, which are included in the construction support costs.

As this project entails modifications to an existing terminal, and is located on a known site with previous environmental and site development work/studies, there are little to no construction risks. The environmental and design phases have not identified any unforeseen conditions for construction. Additionally, the POLA has extensive expertise and experience in designing and constructing such infrastructure. Over the past ten years alone, the Port has successfully designed and constructed wharf/terminal improvement projects at two

**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT  
PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

adjacent terminals, both of which successfully utilized TCIF funds. None of our previously funded TCIF projects had schedule or budget overruns. The POLA has also successfully implemented AMP projects at all six POLA container terminals. Any cost increases will be borne by the POLA, and can be readily covered within our existing and future budgets, which have unallocated funds to cover any potential, but unexpected circumstances.

**PROJECT NEED**

The proposed Project is needed to accommodate larger vessels now and over the coming years, which in turn yields additional terminal capacity to accommodate expected future growth in container cargo, serving the entire country. **About 40% of all U.S. imports and 25% of all U.S. exports move through the Ports of Los Angeles and Long Beach (POLA/POLB).** The POLA/POLB handled 16.9 million twenty-foot equivalent units (TEUs) in 2017. The POLA/POLB jointly prepare long-term container forecasts using macro-economic models. The last forecast was prepared in 2016, which yielded an unconstrained market demand of about 41 million by the year 2040. Estimated existing capacity of the POLA/POLB is about 28 million TEU. Hence, this additional capacity via an improved wharf is needed to accommodate expected future growth over time. Therefore, this project aids in freight mobility in the southern California Trade Corridor.

**PROJECT ELIGIBILITY**

This project is part of an overall freight transportation improvement and emission reduction program at the POLA. This project satisfies both the TCIF statutory requirements for eligibility and programming, and project selection/evaluation criteria, as follows:

<b>Project Eligibility</b>	
▪ Highway and freight capacity improvements (increased freight capacity only)	✓
▪ Port capacity and efficiency projects	✓
▪ State Goods Movement Action Plan Technology Element (both projects): <ul style="list-style-type: none"> <li>– Faster turnaround times for calling vessels</li> <li>– Shorter dwell times for containers and cargo</li> <li>– Optimal use of port resources such as yard space and cranes</li> <li>– Safe handling of cargo (particularly hazardous cargo)</li> <li>– Enhanced facilities and services for users</li> <li>– Improved ability to mitigate public health and environmental impacts in communities</li> <li>– Improved energy efficiency of goods movement</li> </ul>	✓

**TCIF Programming Precedent for Port Projects**

Consistent with the above parameters, the CTC has previously approved the following port-related projects:

<b>Sponsor</b>	<b>Project</b>	<b>TCIF (Programmed)</b>
Port of Oakland	Outer Harbor Intermodal Terminals	\$242.141 million
Port of Stockton	San Francisco Bay to Stockton Channel Deepening Project	\$ 7.2 m
Port of Sacramento	Sacramento River Deep Water Channel Project	\$ 10.0 m (eventually deleted)
Port of San Diego	National City Marine Terminal Wharf Extension	\$ 15.0 m (eventually deleted)
Port of LA	Cargo Transportation Improvement Emission Reduction	\$ 39.369 m
Port of LA	YTI Terminal	\$ 8.401 m

## **EVAUATION CRITERIA**

### **1. Freight System Factors**

- Velocity: the speed by which cargo would travel from the port through the distribution system
  - Improved wharf enables larger vessels, from 8,000 twenty-foot equivalent units (TEU) to 16,000 TEU vessels, which might otherwise have to wait to berth at another terminal in the POLA or POLB, that could accommodate the larger vessel physically, but must queue/anchor to use that other berth
  - Improved wharf enables use of more and larger cranes to unload/load containers more efficiently due to better utilization rates compared to current conditions
- Throughput: the volume of cargo that would move from the port through the distribution system
  - Improved wharf enables larger vessels, and more/larger cranes to unload/load containers, and thus provides additional capacity for the terminal in the amount of 297,000 TEU/year (from an existing capacity of 1,818,000 to 2,115,133 TEU/year), with a reduction of peak day vessel calls from 4 to 3 (and associated emission reductions)
- Reliability: a reasonably consistent and predictable cargo travel time between points
  - Improved wharf enables larger vessels, from 8,000 twenty-foot equivalent units (TEU) to 16,000 TEU vessels, which might otherwise have to wait to berth at another terminal in the POLA or POLB, that could accommodate the larger vessel physically, but must queue/anchor to use that other berth

### **2. Transportation System Factors**

- Congestion reduction: the reduction in recurrent daily hours of delay to be achieved
  - The larger vessels that can be handled will literally have a greater concentration of import containers destined for inland U.S. locations via on-dock rail (vs. off-dock rai). Thus, on-dock use is expected to increase as a result of the improved wharf. To be conservative, credit for this expected on-dock volume increase was not assumed in the EIR/EIS.

### **3. Community Impact Factors**

- Air Quality: The table below summarizes the reduced emissions as a result of the project.

**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT  
PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

**Table 2. Emission Reductions**

	PM10	PM2.5	NOX	SOX	CO	VOC
<b>Source Category</b>	<b>(lb/day)</b>					
<b>Alt. 4 (wharf only) with Mitigation - Year 2038</b>						
Ships: Main Propulsion Engines	104	98	1,920	96	784	477
Ships: Aux Engines and Boilers	56	52	803	137	200	80
AMP Electricity Use	2	2	16	7	8	0
Tugboats	1	1	58	0	132	10
<b>Subtotal</b>	<b>163</b>	<b>153</b>	<b>2,797</b>	<b>240</b>	<b>1,124</b>	<b>567</b>
<b>Alt. 1 (No Project) without Mitigation - Year 2038</b>						
Ships: Main Propulsion Engines	189	178	10,812	228	1,206	684
Ships: Aux Engines and Boilers	53	50	2,226	119	202	79
AMP Electricity Use	0	0	4	2	2	0
Tugboats	2	2	77	0	176	13
<b>Subtotal</b>	<b>244</b>	<b>230</b>	<b>13,119</b>	<b>349</b>	<b>1,586</b>	<b>776</b>
<b>Proposed Project vs No Project</b>						
<b>Emission Change</b>	<b>(81)</b>	<b>(77)</b>	<b>(10,322)</b>	<b>(109)</b>	<b>(462)</b>	<b>(209)</b>
<b>Difference (%)</b>	<b>-33%</b>	<b>-33%</b>	<b>-79%</b>	<b>-31%</b>	<b>-29%</b>	<b>-27%</b>
<u>Notes/References:</u> <a href="https://www.portoflosangeles.org/environment/public-notice/environmental-assessments-and-notice#archive">https://www.portoflosangeles.org/environment/public-notice/environmental-assessments-and-notice#archive</a> Tables 3.2-35 & 69 (see Attachment B)						

Also, as shown in table 2, the wharf improvement project in isolation (in conjunction with the AMP) will offset some of the potential truck and rail emission increases due to throughput increases over time, such that the overall terminal project will not have any significant health-related impacts in the area and thus the region. This is documented in detail in the “Berths 226-236 [Everport] Container Terminal Improvements Project Final Environmental Impact Statement (EIS)/Environmental Impact Report (EIR). The EIR/EIS contains a health risk assessment of construction and operation of the alternatives for four different types of health effects: individual cancer risk, acute non-cancer hazard index, chronic non-cancer hazard index, and population cancer burden. Under CEQA and NEPA, the alternative associated with the TCIF request (and all other build alternatives) would not have any significant impacts in the four aforementioned health impact areas.

- **Economic/Jobs Growth**

About 40 percent of our country’s imports and about 25 percent of exports move through the POLA/POLB. About \$312 billion worth of goods move in these containers. Nationwide, these container

**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT**  
**PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

volumes generate 2.7 million jobs. The Everport Terminal railyard itself currently handles approximately 3.5% of all waterborne containers entering/exiting the entire United States. The construction of this project (overall terminal improvements of \$65 million) will create an estimated 700 direct/indirect/induced jobs (one year per full-time equivalent) in an “Economically Distressed Area” (EDA) with 13 percent unemployment. The improved wharf will also reduce operating costs due to improved deployment of cranes to the larger vessels.

**REGIONAL/STATE/NATIONAL SIGNIFICANCE & SYSTEM/TRADE CORRIDOR PLANNING**

The POLA is a vital component of the State’s economy. About 22 percent of the country’s imports and about 14 percent of exports move through the POLA. About \$172 billion worth of goods move in these containers. Nationwide, these container volumes generate 1.5 million jobs. The Everport Terminal currently moves approximately 3.3 percent of all waterborne containers entering/exiting the entire United States. This project improves the velocity and reliability of cargo transportation for shippers, which in turn reduces the costs of goods by reducing transportation and inventory carrying costs. The reduced operating hours and fuel consumption reduces costs for shipping lines and thus importers/exporters. Through numerous studies, reductions in logistics costs have been found to generate significant increases in industrial output, improvements in industry productivity, and reductions in production costs. Such increases in industrial output and productivity lead to both increased hiring of workers as well as higher worker wages.

The project is contained the State’s federally required and approved freight plan, and the Regional Transportation Plan. As shown in Tables 1 and 2, the project is consistent with, and supports State plans as follows:

**Table 3. Consistency with California Freight Mobility Plan**

<b>California Freight Mobility Plan</b>	<b>Everport Terminal Project</b>
Improves the California freight transportation system’s contribution to economic efficiency, productivity, & competitiveness	<ul style="list-style-type: none"> <li>▪ Increases port capacity, improves cargo reliability, &amp; reduces operations &amp; maintenance (O&amp;M) costs</li> </ul>
Improves the safety, security, & resilience of the freight transportation system.	<ul style="list-style-type: none"> <li>▪ Improved/seismically upgraded wharfs improves safety/resiliency</li> </ul>
Improves the state of good repair of the freight transportation system	<ul style="list-style-type: none"> <li>▪ Improved/seismically upgraded wharfs</li> <li>▪ Reduced wear of vessel engines due to AMP</li> </ul>
Uses innovative technology & practices to operate, maintain, & optimize the efficiency of the freight transportation system while reducing its environmental & community impacts	<ul style="list-style-type: none"> <li>▪ Improved wharf will serve newest, electrified gantry cranes</li> <li>▪ AMP reduces emissions (including criteria pollutants, mobile source air toxics, and greenhouse gasses)</li> </ul>
Reduces costs to users by minimizing congestion on the freight transportation system.	<ul style="list-style-type: none"> <li>▪ Reduced crane &amp; vessel O&amp;M costs</li> <li>▪ Reduced vessel fuel use = reduced operating costs</li> </ul>
Environmental Stewardship – avoids & reduces adverse environmental & community impacts of the freight transportation system	<ul style="list-style-type: none"> <li>▪ AMP reduces emissions (including criteria pollutants, mobile source air toxics, and greenhouse gasses)</li> </ul>

**PROP. 1B TCIF PROGRAMMING REQUEST & PROEJCT STUDY REPORT EQUIVALENT  
PORT OF LOS ANGELES - EVERPORT TERMINAL BERTH EFFICIENCY AND EMISSION REDUCTION PROJECT**

**Table 4. Consistency with California Sustainable Freight Action Plan**

California Sustainable Freight Action Plan	Everport Terminal Project
Supports local & regional efforts to improve trade facilities & corridors that achieve regional environmental, public health, transportation, & economic objectives consistent with statewide policy goals	<ul style="list-style-type: none"> <li>▪ Increases port capacity, improves cargo reliability, &amp; reduces O&amp;M costs &amp; emissions</li> </ul>
Improves the state of good repair on the multimodal freight transportation system	<ul style="list-style-type: none"> <li>▪ Improved/seismically upgraded wharfs</li> <li>▪ Reduces vessel engine wear due to AMP</li> </ul>
Grows the number of well-paying employment opportunities in the freight sector	<ul style="list-style-type: none"> <li>▪ Creates approximately xx direct and indirect jobs; protects existing goods movement-centered employment base</li> </ul>
Applies innovative & green technology, along with accompanying infrastructure & applicable practices, to optimize the efficiency of the freight transportation system	<ul style="list-style-type: none"> <li>▪ Uses zero emission technology</li> </ul>
Grows the economic competitiveness of California’s freight sector	<ul style="list-style-type: none"> <li>▪ Increases cargo velocity, throughput, &amp; reliability.</li> <li>▪ Reduces logistics costs</li> </ul>
Reduces or eliminates health, safety,& quality of life impacts on communities that are disproportionately affected by operations at major freight corridors & facilities	<ul style="list-style-type: none"> <li>▪ AMP reduce emissions (including criteria pollutants, mobile source air toxics, and greenhouse gasses)</li> </ul>
Invests strategically to accelerate the transition to zero & near-zero emission equipment powered by renewable energy sources, including supportive infrastructure	<ul style="list-style-type: none"> <li>• Uses zero emission technology</li> </ul>
Improves system resilience by addressing infrastructure vulnerabilities associated with expected climate change impacts & natural disasters, which may include exploring opportunities to utilize natural systems to improve water quality, reduce ecosystem damage, prevent flooding, & create a cooling effect.	<ul style="list-style-type: none"> <li>▪ Port projects are designed to withstand major seismic events on land and in water</li> <li>▪ Port projects are designed for predicted sea-level rising over the next 100 years</li> </ul>
Sites freight projects to avoid greenfield development by enhancing existing freight infrastructure or targeting infill development near compatible land uses.	<ul style="list-style-type: none"> <li>▪ Project located in existing terminal</li> </ul>

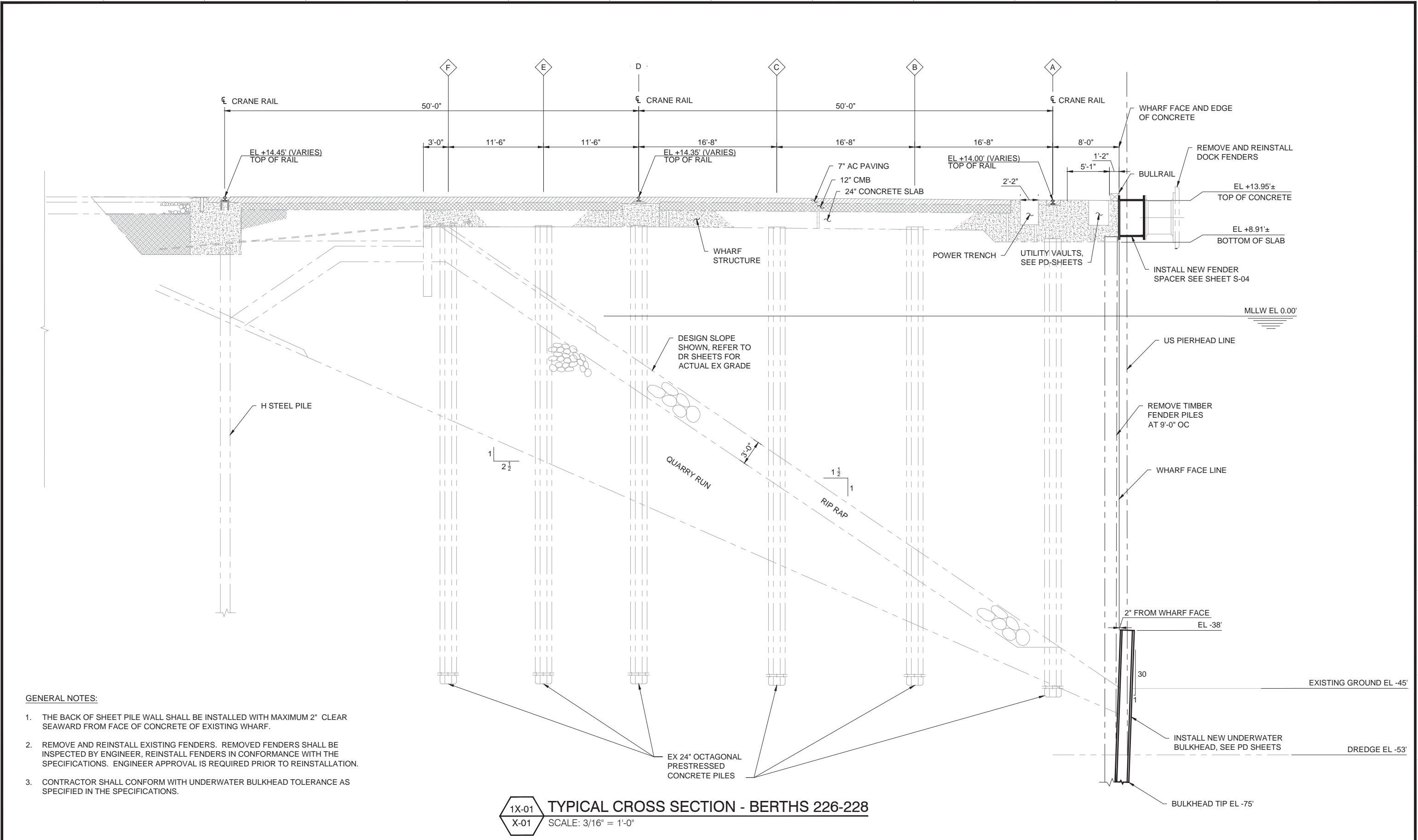
**PROGRAMMING DATA (see attached PPR forms)**

**ALTERNATIVES**

As documented in the FEIR/FEIS several alternatives were analyzed for the project.

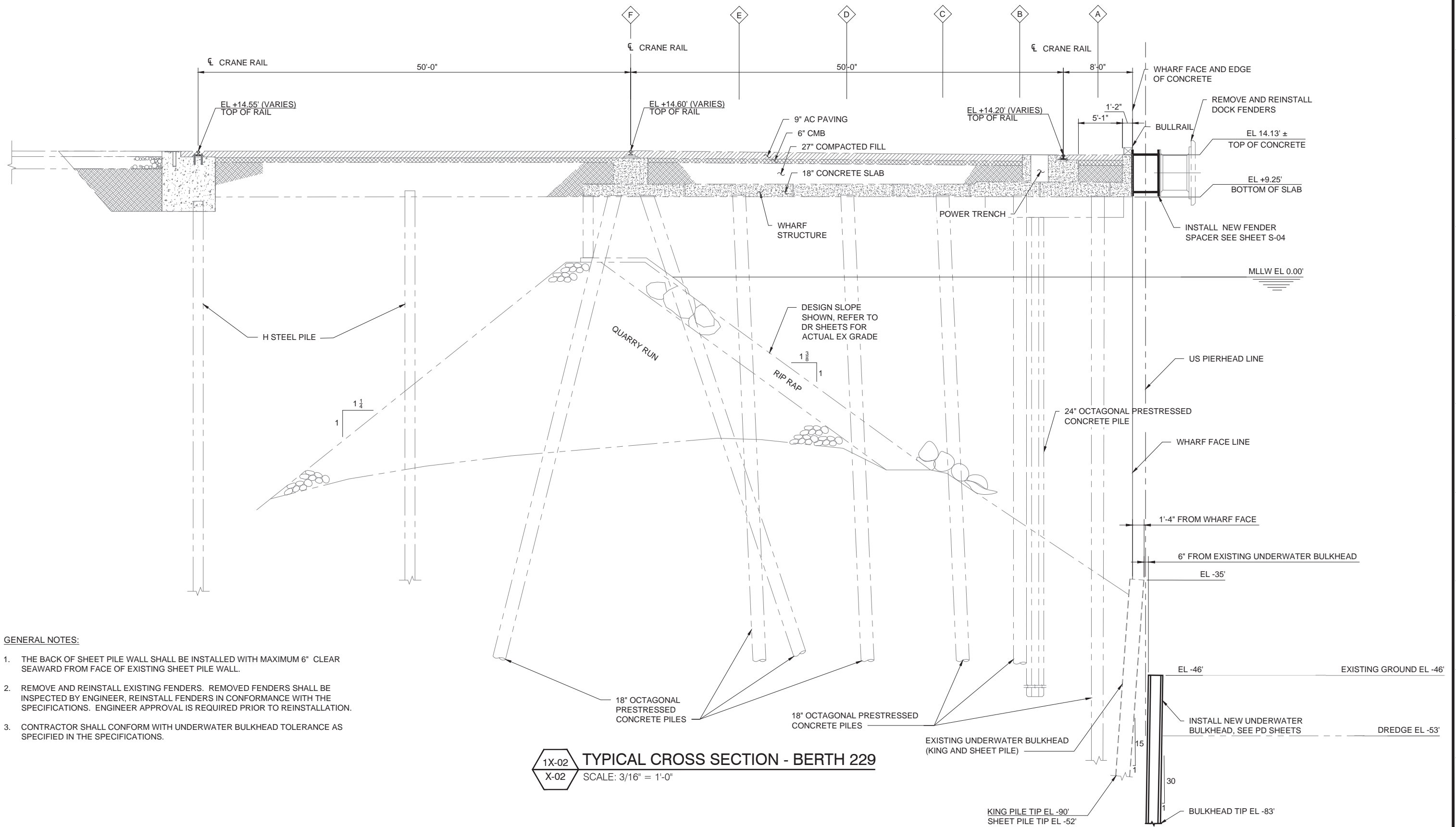
**Attachment A  
Site Plans**





NO.	DATE	DRAWN	REVISIONS	CHKD	APPD	NO.	DATE	DRAWN	REVISIONS	CHKD	APPD	SCALE: AS SHOWN		CHIEF OF DESIGN		BERTHS 226-236 WHARF AND BACKLAND TERMINAL IMPROVEMENTS		
													DRAWN: F. CAMAL		ASSISTANT CHIEF HARBOR ENGINEER		TYPICAL WHARF SECTION - BERTHS 226-228	
													CHECKED: B. CORREA		ENGINEER / ARCHITECT		DRAWING NUMBER SHEET NUMBER	
													DESIGNED: F. CAMAL		ENGINEER / ARCHITECT		1-2512 X-01	
													CHIEF HARBOR ENGINEER		DATE		THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309	

DWG: N:\card\proj\1-2512 Berths 226-236 Terminal Imp\01 Production\01 Drawings\01\_ Working Files\1-2512 X-01 (REV 1).dwg USER: lauer  
 DATE: Jul 31 2018 11:17pm XREFS: IMAGES:



**GENERAL NOTES:**

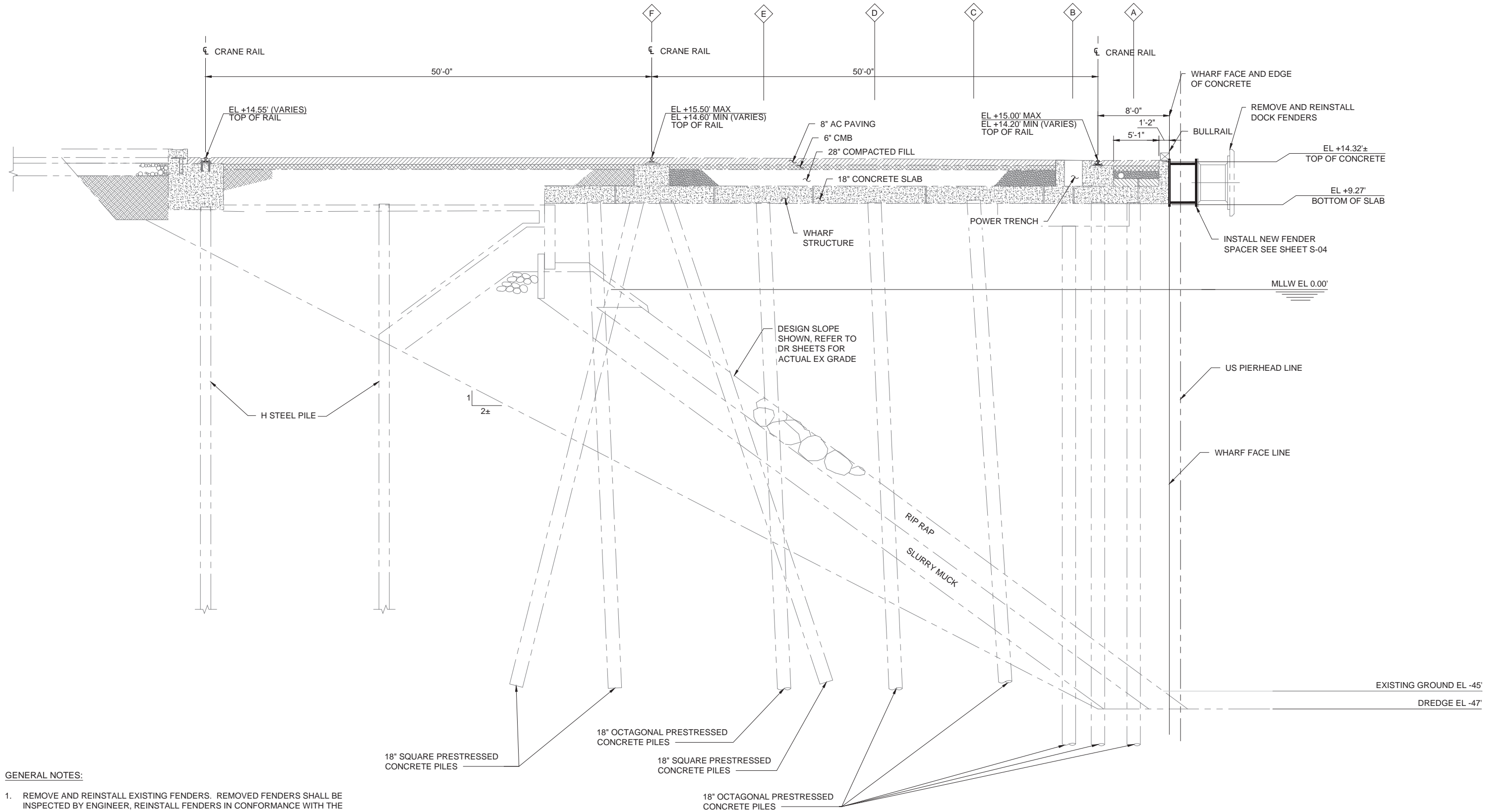
1. THE BACK OF SHEET PILE WALL SHALL BE INSTALLED WITH MAXIMUM 6" CLEAR SEAWARD FROM FACE OF EXISTING SHEET PILE WALL.
2. REMOVE AND REINSTALL EXISTING FENDERS. REMOVED FENDERS SHALL BE INSPECTED BY ENGINEER, REINSTALL FENDERS IN CONFORMANCE WITH THE SPECIFICATIONS. ENGINEER APPROVAL IS REQUIRED PRIOR TO REINSTALLATION.
3. CONTRACTOR SHALL CONFORM WITH UNDERWATER BULKHEAD TOLERANCE AS SPECIFIED IN THE SPECIFICATIONS.

**1X-02**  
**X-02**  
**TYPICAL CROSS SECTION - BERTH 229**  
 SCALE: 3/16" = 1'-0"

NO.	DATE	DRAWN	REVISIONS	CHKD	APPD	NO.	DATE	DRAWN	REVISIONS	CHKD	APPD	SCALE: AS SHOWN	CHIEF OF DESIGN	BERTHS 226-236 WHARF AND BACKLAND TERMINAL IMPROVEMENTS
												DRAWN: F. CAMAL	ASSISTANT CHIEF HARBOR ENGINEER	<b>TYPICAL WHARF SECTION - BERTH 229</b>
												CHECKED: B. CORREA		<b>THE PORT OF LOS ANGELES</b> <b>ENGINEERING DIVISION</b>
												DESIGNED: F. CAMAL		425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309
												ENGINEER / ARCHITECT	CHIEF HARBOR ENGINEER	DRAWING NUMBER
														SHEET NUMBER
														1-2512 X-02

DWG: N:\cad\project\12512 Berths 226-236 Terminal Imp\01 Production\01 Drawings\01 Working Files\1-2512 X-02 (REV 1).dwg USER: lauer  
 DATE: Jul 31 2018 11:11pm XREFS: IMAGES:





**GENERAL NOTES:**

1. REMOVE AND REINSTALL EXISTING FENDERS. REMOVED FENDERS SHALL BE INSPECTED BY ENGINEER, REINSTALL FENDERS IN CONFORMANCE WITH THE SPECIFICATIONS. ENGINEER APPROVAL IS REQUIRED PRIOR TO REINSTALLATION.

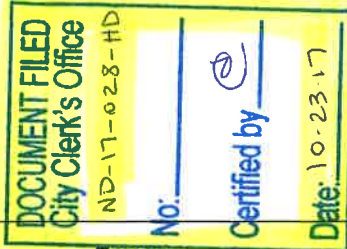
**1X-04**  
**X-04**  
**TYPICAL CROSS SECTION - BERTHS 231-232**  
 SCALE: 3/16" = 1'-0"

NO. DATE DRAWN REVISIONS -				CHKD APPD				NO. DATE DRAWN REVISIONS -				CHKD APPD				SCALE: AS SHOWN		CHIEF OF DESIGN		BERTHS 226-236 WHARF AND BACKLAND TERMINAL IMPROVEMENTS			
																DRAWN: F. CAMAL		ASSISTANT CHIEF HARBOR ENGINEER		TYPICAL WHARF SECTION - BERTHS 231-232			
																CHECKED: B. CORREA		CHIEF HARBOR ENGINEER		DRAWING NUMBER SHEET NUMBER			
																DESIGNED: F. CAMAL		DATE		1-2512 X-04			
																ENGINEER / ARCHITECT				THE PORT OF LOS ANGELES ENGINEERING DIVISION 425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309			
																				1-2512 X-04			

DWG: N:\cad\project\12512 Berths 226-236 Terminal Imp\01 Production\01 Drawings\01 Drawings\01 1-2512 X-04 (REV 1).dwg USER: lauer  
 DATE: Jul 31 2018 11:17am XREFS: IMAGES:

**Attachment B**

**POLA Board Environmental Document/Project Approval Resolution  
&  
CEQA *Notice of Determination*  
&  
*Key Results Excerpts***



Notice of Determination

Appendix D

To:

[X] Office of Planning and Research
U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

[X] County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway Norwalk, CA 90650

From:

Public Agency: Los Angeles Harbor Department
Address: 425 S. Palos Verdes Street San Pedro, CA 90731
Contact: Tara Tisopulos
Phone: (310) 732-7713

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2014101050

Project Title: Berths 226-236 [Everport] Container Terminal Improvements Project

Project Applicant: Everport Terminal Services, Inc.

Project Location (include county): 389 Terminal Way, Terminal Island, CA 90731

Project Description:

The Recommended Alternative (Alternative 5 as identified in the EIR) would include improvements to Berths 226-232 as follows: 38,000 cubic yards of dredging; wharf reinforcement; addition of five new cranes, raising up to five cranes, and associated support infrastructure; addition of five AMP vaults and associated infrastructure; development of approximately 23.5 acres of backlands; miscellaneous street improvements; addition of one rail track to the TICTF; and amendment of the current lease to add 10 years and approximately 48.5 acres of terminal backlands.

This is to advise that the Los Angeles Harbor Department has approved the above (X) Lead Agency or ( ) Responsible Agency

described project on October 19, 2017 and has made the following determinations regarding the above described project.

- 1. The project [X] will [ ] will not] have a significant effect on the environment.
2. [X] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. [ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [X] were [ ] were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [X] was [ ] was not] adopted for this project.
5. A statement of Overriding Considerations [X] was [ ] was not] adopted for this project.
6. Findings [X] were [ ] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at: 222 West 6th Street, Suite 900 San Pedro, CA 90731

Signature (Public Agency): Lisa Ochona Title: Marine Environmental Manager

Date: October 19, 2017 Date Received for filing at OPR:

Notice of Determination

Appendix D

To: [X] Office of Planning and Research
U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

[ ] County Clerk
County of:
Address:

From: Public Agency: Los Angeles Harbor Department
Address: P.O. Box 151 San Pedro, CA 90733
Contact: Tara Tisopulos
Phone: 310-732-7713

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2014101050
Project Title: Berths 226-236 Everport Container Terminal Improvements Project
Project Applicant: Los Angeles Harbor Department
Project Location (include county): 389 Terminal Way, Terminal Island, CA 90731

Project Description: Channel deepening, addition of 5 AMP vaults, addition of five cranes, raising of five cranes, wharf reinforcements, construction of 22 acres of backlands and roadway improvements and the addition of one on-dock rail track.

This is to advise that the LAHD Board of Harbor Commission has approved the above (X) Lead Agency or ( ) Responsible Agency described project on 10/19/2017 and has made the following determinations regarding the above described project.

- 1. The project [X] will [ ] will not] have a significant effect on the environment.
2. [X] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. [ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [X] were [ ] were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [X] was [ ] was not] adopted for this project.
5. A statement of Overriding Considerations [X] was [ ] was not] adopted for this project.
6. Findings [X] were [ ] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at: 222 West 6th Street, #900, San Pedro, CA 90731

Signature (Public Agency): [Signature] Title: Director of Law August

Date: 10-23-17 Date Received for filing at O.P.R. Governor's Office of Planning & Research

OCT 24 2017

**Notice of Determination**

**Appendix D**

**To:**

Office of Planning and Research  
 U.S. Mail: Street Address:  
 P.O. Box 3044 1400 Tenth St., Rm 113  
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk  
 County of: Los Angeles  
 Address: 12400 Imperial Highway  
Norwalk, CA 90650

**From:**

Public Agency: Los Angeles Harbor Department  
 Address: 425 S. Palos Verdes Street  
San Pedro, CA 90731  
 Contact: Tara Tisopulos  
 Phone: (310) 732-7713

Lead Agency (if different from Public Agency): \_\_\_\_\_  
 Address: \_\_\_\_\_ ON October 20 2017  
 Contact: \_\_\_\_\_ UNTIL November 20 2017  
 Phone: \_\_\_\_\_

THIS NOTICE WAS POSTED

**SUBJECT: Filing of Notice of Determination in compliance with Section 21108** REGISTRAR - RECORDER/COUNTY CLERK  
**Resources Code.**

State Clearinghouse Number (if submitted to State Clearinghouse): 2014101050  
 Project Title: Berths 226-236 [Everport] Container Terminal Improvements Project  
 Project Applicant: Everport Terminal Services, Inc.  
 Project Location (include county): 389 Terminal Way, Terminal Island, CA 90731

**Project Description:**

The Recommended Alternative (Alternative 5 as identified in the EIR) would include improvements to Berths 226-232 as follows: 38,000 cubic yards of dredging; wharf reinforcement; addition of five new cranes, raising up to five cranes, and associated support infrastructure; addition of five AMP vaults and associated infrastructure; development of approximately 23.5 acres of backlands; miscellaneous street improvements; addition of one rail track to the TICTF; and amendment of the current lease to add 10 years and approximately 48.5 acres of terminal backlands.

This is to advise that the Los Angeles Harbor Department has approved the above  
 ( Lead Agency or  Responsible Agency)

described project on October 19, 2017 and has made the following determinations regarding the above  
 (date)  
 described project.

1. The project  will  will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures  were  were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan  was  was not] adopted for this project.
5. A statement of Overriding Considerations  was  was not] adopted for this project.
6. Findings  were  were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:  
222 West 6th Street, Suite 900 San Pedro, CA 90731

Signature (Public Agency): Lisa Ochona Title: Marine Environmental Manager

Date: October 19, 2017 Date Received for filing at OPF

**2017 303672**  
  
 FILED  
 Oct 20 2017

Authority cited: Sections 21083, Public Resources Code.  
 Reference Section 21000-21174, Public Resources Code.

10/19/17  
6

RECOMMENDATION APPROVED;  
RESOLUTION NO. 17-8180 ADOPTED  
BY THE BOARD OF HARBOR COMMISSIONERS

OCTOBER 19, 2017

  
AMBER M. KLESGES  
Board Secretary



**DATE:** OCTOBER 11, 2017

**FROM:** ENVIRONMENTAL MANAGEMENT

**SUBJECT:** RESOLUTION NO. 17-8180 - FINAL ENVIRONMENTAL  
IMPACT REPORT FOR THE BERTHS 226-236 EVERPORT CONTAINER  
TERMINAL IMPROVEMENTS PROJECT (APP NO. 131015-136; SCH  
NO. 2014101050)

**SUMMARY:**

Staff requests that the Board of Harbor Commissioners (Board) certify the Final Environmental Impact Report (EIR) for the Berths 226-236 Everport Container Terminal Improvements Project prepared in accordance with the California Environmental Quality Act (CEQA), and approve Alternative 5 as identified in the EIR for the proposed Everport terminal modifications. Staff has chosen to recommend adoption of this alternative, as opposed to the proposed Project in the EIR, as it would offer greater on-dock rail potential while meeting the project objectives and supporting the goals of the Clean Air Action Plan. Like the proposed Project, Alternative 5 also requires federal permits from the United States Army Corps of Engineers (USACE). As a result, the document was prepared as a joint Environmental Impact Statement (EIS)/EIR per the requirements of CEQA and the National Environmental Policy Act (NEPA). The USACE will consider approval of the EIS in their decision to grant permits for Alternative 5 in a separate action.

Alternative 5 is similar to the proposed Project in that it would improve marine shipping and commerce at the existing Everport Container Terminal located at Berths 226-236 on Terminal Island to accommodate larger container vessels (up to 16,000 twenty-foot equivalent units (TEUs)) that are anticipated to call at the Everport Container Terminal through the proposed lease extension through December 31, 2038 under Permit 888. Accordingly, Alternative 5 would consist of deepening two existing berths (Berths 226-229 and Berths 230-232), adding five new 100-foot gauge A-frame over-water gantry (wharf) cranes, raising up to five existing operational cranes, adding five alternative maritime power (AMP) vaults, and constructing backland improvements. Unlike the proposed Project, however, Alternative 5 would also increase the capacity of the Terminal Island Container Transfer Facility (TICTF) by adding track in order to process more containers at this on-dock facility. Though the overall throughput increase for the facility would be the same under Alternative 5 as for the proposed Project due to space limitations of the container yard backland area, Alternative 5 has the potential to cause fewer containers to be moved offsite by truck than the proposed Project thereby

**SUBJECT: FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BERTHS 226-236 EVERPORT CONTAINER TERMINAL IMPROVEMENTS PROJECT**

potentially reducing environmental impacts. As a result, identical to the proposed Project, Alternative 5 would increase the capacity of the Everport Container Terminal from 1,818,000 TEUs annually to 2,379,525 TEUs annually by 2038, which is an increase of 561,525 TEUs.

In this action, the Board will need to independently review and consider the Final EIR and, if deemed adequate under CEQA, certify the EIR, adopt specific Findings of Fact (FOF) regarding the significant environmental impacts of Alternative 5 and mitigation measures to reduce or avoid such impacts, adopt a Statement of Overriding Considerations (SOC), and adopt a Mitigation Monitoring and Reporting Program (MMRP). Similar to the proposed Project, with the application of mitigation measures and lease measures, significant and unavoidable impacts from Alternative 5 would remain related to the following impact areas: air quality, biological resources, cultural resources, and greenhouse gas emissions. Aside from mitigation and lease measures that are the responsibility of the tenant as outlined in the MMRP, the construction of Alternative 5 is the financial responsibility of the City of Los Angeles Harbor Department (Harbor Department).

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners (Board):

1. Certify the Final Environmental Impact Report for the Berths 226-236 Everport Container Terminal Improvements Project (a) has been completed in compliance with the California Environmental Quality Act (Public Resources Code §21000 et seq.), with the California Environmental Quality Act Guidelines (14 Cal. Code Regs. §15000 et. seq.), and the City of Los Angeles California Environmental Quality Act Guidelines; (b) was presented to the Board of Harbor Commissioners for review and the Board of Harbor Commissioners considered the information contained in the Final Environmental Impact Report prior to approving Alternative 5 of the Berth 226-236 Everport Container Terminal Improvements Project; and (c) reflects the independent judgment and analysis of the City of Los Angeles Harbor Department, and that all required procedures have been completed;
2. Adopt the Findings of Fact and Statement of Overriding Considerations;
3. Find that, in accordance with the information contained in the Final Environmental Impact Report, Alternative 5 of the Berths 226-236 Everport Container Terminal Improvements Project will have significant environmental effects on air quality and meteorology, biological resources, cultural resources, and greenhouse gas emissions as defined by Public Resources Code Sections 21068 and 21082.2, and the State California Environmental Quality Act Guidelines, Sections 15064, 15064.4, 15064.5, and 15382;

**SUBJECT: FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BERTHS 226-236 EVERPORT CONTAINER TERMINAL IMPROVEMENTS PROJECT**

4. Find that, in accordance with the provisions of the California Environmental Quality Act Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Berths 226-236 Everport Terminal Improvements Project, including the selection of Alternative 5, which substantially lessens or avoids one or more of the significant adverse environmental impacts identified in the Final Environmental Impact Report;
5. Find that, in accordance with the provisions of the California Environmental Quality Act Guidelines Section 15091(a)(3), specific economic, legal, social, technological, or other considerations, make infeasible certain mitigation measures such that some environmental impacts remain significant and unavoidable;
6. Find that, all information added to the Final Environmental Impact Report after public notice of the availability of the Draft Environmental Impact Report for public review but before certification, merely clarifies, amplifies, or makes insignificant modifications in an adequate Environmental Impact Report and recirculation is not necessary;
7. Find that, in accordance with Public Resources Code Section 21081(b) and California Environmental Quality Act Guidelines Section 15093, the benefits of creating a more efficient facility at Berths 226-236 outweigh the significant and unavoidable environmental impacts, and adopt the Findings of Fact and Statement of Overriding Considerations;
8. Adopt the Mitigation Monitoring and Reporting Program as required by Public Resources Code, Section 21081.6. The Mitigation Monitoring and Reporting Program is designed to ensure compliance with the mitigation measures, lease measures, and standard conditions adopted to avoid or lessen significant effects on the environment, pursuant to and identifies the responsibilities of the City of Los Angeles Harbor Department, as lead agency, to monitor and verify project compliance with those mitigation measures and lease measures;
9. Approve Alternative 5 of the Berths 226-236 Everport Container Terminal Improvements Project identified in the Environmental Impact Report including all feasible mitigation measures and lease measures with consideration of the Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program;
10. Direct the Cargo and Industrial Real Estate Division to incorporate by reference the Environmental Impact Report, mitigation measures, lease measures, and Mitigation Monitoring and Reporting Program into any and all lease agreements or assignments encompassed in the approved Project;

**SUBJECT: FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BERTHS 226-236 EVERPORT CONTAINER TERMINAL IMPROVEMENTS PROJECT**

11. Authorize the Environmental Management Division to file the Notice of Determination with the Los Angeles County Clerk, the Los Angeles City Clerk, and the State Secretary of Resources; and

12. Adopt Resolution No. 17-8180.

**DISCUSSION:**

Background/Context – The fleet mix of vessels calling at the Port of Los Angeles (Port) is trending toward larger vessels as shipping lines continue to increase the size of the vessels they are building. As many terminal berths and cranes within the Port and across the country were not designed to handle vessels of the size that are projected to enter the fleet mix over time, modifications to these facilities are necessary to allow for the efficient servicing of these vessels. The fleet mix of the Everport Container Terminal is expected to include vessels of up to 16,000 TEUs through the end of the terminal's proposed lease extension of December 31, 2038. For these reasons, Everport has proposed terminal modifications that would help the facility be able to service newer and larger ships in the next few decades.

To accomplish Everport's objectives, the Notice of Intent/Notice of Preparation for an EIS/EIR proposed to analyze a Project that would optimize its container yard backland area, deepen its berths, increase the number and size of its ship to shore cranes, and optimize its operations in anticipation of a changing fleet mix expected to be calling at the terminal over the next few decades.

In accordance with CEQA and NEPA, five project alternatives were analyzed in the environmental document to consider if potential environmental impacts of the proposed Project could otherwise be reduced. These alternatives included: (i) No Project at all, (ii) No Federal Action, (iii) Reduced Wharf, (iv) No Backland Expansion, and (v) Expanded On-Dock Rail. After receiving comments on the Draft EIS/EIR, staff has decided to recommend that the Board of Harbor Commissioners approve Alternative 5 – Expanded On-Dock Rail, instead of the proposed Project, for the Everport Container Terminal. Alternative 5 not only contains the same project components originally proposed but also expands on-dock rail capacity with the addition of one rail track at the TICTF. This would allow Alternative 5 to achieve the efficiency and expansion objectives of the originally proposed Project while diverting more containers off local streets and freeways.

Multiple comments were received on the Draft EIR, including three that recommended Alternative 5 be selected as the Project. In addition, the 2017 Draft Clean Air Action Plan (CAAP) was released subsequent to the release of the Draft EIR that also contains a goal of expanding the use of on-dock rail. Alternative 5 is, therefore, consistent with the CAAP and addresses comments raised and achieves the objectives of the Project.

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Project Objectives - The primary objectives of the proposed Project are:

- Optimize the use of existing facility and associated waterways in a manner that is consistent with the Harbor Department's public trust obligations;
- Provide sufficient depth to accommodate larger vessels anticipated to call at the terminal;
- Provide new cranes and raise existing cranes to efficiently service the larger container ships anticipated to call at the terminal;
- Improve the container terminal and container handling facilities to accommodate more efficient loading/unloading of the larger and increased number of ships anticipated to call at the terminal;
- Improve the container terminal backland capacity;
- Add an additional rail track to promote more container transport off-site via rail rather than truck;
- Maximize container land use and operations at the Everport Container Terminal consistent with the Port Master Plan; and
- Promote the long-term development and growth of the Port.

Project Description – Elements of Alternative 5 would be constructed over an approximately 24-month schedule. Construction would be performed in a manner that maintains ongoing terminal operations with one berth shut down at a time to allow for operations to continue. Under the proposed lease amendment, operation of the proposed facility after modification would now continue until December 31, 2038. The proposed modifications include improvements to and expansion of the existing Everport Container Terminal currently in operation at Berths 226-236. The primary components include the following:

- Dredging and installing king piles and sheet piles at Berths 226-229 and Berths 230-232;
- Disposal of dredged materials (30,000 cubic yards from Berths 226-229 and 8,000 cubic yards from Berths 230-232) at an ocean disposal site (i.e., LA-2), an approved upland disposal facility, or a combination of the two;

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- Addition of five new 100-foot gauge A-frame over-water gantry (wharf) cranes and raising up to five of the existing cranes;
- Addition of five AMP vaults at Berths 226- 232;
- Construction of one additional rail track at the TICTF to increase the capacity of the Everport portion of the on-dock railyard;
- Development of approximately 1.5 acres of vacant land as new backlands and development of approximately 22 acres as new backlands with the relocation of the main gate. The development of the 22 acres would require closure (vacation) of streets within this backlands expansion area and demolition of existing structures; and
- Lease extension by 10 years for continued operations from December 31, 2028, to December 31, 2038.

**ENVIRONMENTAL ASSESSMENT:**

CEQA Responsibilities - The Harbor Department is the CEQA lead agency for the proposed Project. As such, the Board is responsible for reviewing and considering the Final EIR (Transmittal 1) and, at its discretion, certifying that the Final EIR has been completed in accordance with CEQA, the State CEQA Guidelines, and the Los Angeles City CEQA Guidelines; has been presented to the Board for review and the Board considered the information contained in the Final EIR, and that it reflects the independent judgment and analysis of the Harbor Department. Certification of the Final EIR must precede the project approval. Project approval requires that the Board first independently review and certify the Final EIR as adequate; then adopt the FOF for Alternative 5 (Transmittal 2) on the significant environmental effects and the feasibility of mitigation measures and alternatives; adopt a SOC for Alternative 5 (included in Transmittal 2); and adopt a MMRP (Transmittal 3).

Scope and Content of Environmental Document - The Draft EIR, released April 20, 2017, incorporates, as appropriate, information received on the Notice of Preparation (NOP) for the proposed Project, assesses environmental impacts of the proposed Project, and analyzes alternatives and mitigation measures to reduce or avoid significant environmental effects. The Final EIR clarifies and amplifies the Draft EIR, incorporates modifications and corrections, contains responses to all public comments made on the Draft EIR, and contains records of the public process.

Intended Uses of the EIR - The EIR informs public agency decision-makers and the general public of the significant environmental effects of the proposed Project, recommends mitigation measures to minimize the significant effects, and describes a

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reasonable range of potentially feasible alternatives to the proposed Project, including Alternative 5 which is being recommended for adoption in lieu of the originally proposed Project. The EIR assesses the potential impacts, including unavoidable adverse impacts and cumulative impacts, related to the originally proposed Project and its alternatives, including Alternative 5. The analysis in the EIR supports future potential discretionary actions of the Board and the permitting/approval process of all agencies whose discretionary approvals must be obtained for particular elements of the Project. For the Harbor Department, these actions include but are not limited to: issuance of coastal development permits, issuance of engineering permits, and approval of lease amendments.

Environmental Documentation Process and Public Involvement - The proposed Project was subject to the required environmental documentation process that included public disclosure as required by CEQA. The procedural steps of the process are described below.

1. Notice of Preparation (NOP). In accordance with the Los Angeles City CEQA Guidelines, Article VI, Section 1.5 and the State CEQA Guidelines, Section 15082, the responsible agencies, participating City agencies, and other concerned parties were consulted through an NOP released in October 2014 and public scoping meeting held on November 13, 2014 in the Board Room. No comments were received during the scoping meeting and a total of ten written comment letters were received from various agencies and the public during the comment period, which closed on November 24, 2014.

Copies of the NOP were available for review online at [www.portoflosangeles.org](http://www.portoflosangeles.org), at the City of Los Angeles Harbor Department Environmental Management Division office, and at the Los Angeles San Pedro Branch and Wilmington Branch Libraries.

2. Draft EIR. The Draft EIR was released for public review on April 20, 2017. It was made available on the Port of Los Angeles website, at local libraries, and mailed directly to over 100 interested parties. The 45-day comment period closed on June 5, 2017.

Public notices of availability stating that the Draft EIR was available for review were published in six newspapers: Los Angeles Times, Torrance Daily Breeze, Long Beach Press Telegram, Random Lengths, Metropolitan News Enterprise and HOY.

A public hearing was held on May 10, 2017, in the Board Room to present the findings of the environmental analysis and accept oral comments. Four oral comments were received at the public hearing. A total of 21 written comments were received from various agencies and the public during the 45-day public comment period.

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3. Responses to Comments. As required by Public Resources Code Section 21092.5, all public responsible and trustee agencies who commented on environmental issues in the Draft EIR were provided with proposed responses to those comments 10 days prior to the Final EIR being submitted to the Board for certification.
4. Final EIR. In accordance with the Los Angeles City CEQA Guidelines, Article I, and the State CEQA Guidelines, Section 15088, comments received on the Draft EIR were evaluated. The comment letters and responses to comments, along with minor modifications to the Draft EIR are presented in the Final EIR. The Final EIR was completed in early September 2017.

Findings and Conclusions - The Final EIR, FOF and SOC, transmitted herewith, identify major findings and conclusions, including a recommendation that Alternative 5 be approved in lieu of the originally proposed Project, a discussion of areas of environmental concern, feasible mitigation measures, and unavoidable impacts. The discussion below summarizes the proposed Findings of Facts for the Board's consideration.

1. Areas of Environmental Concern. Through the public environmental review process, the following areas of environmental concern were identified. These potential impacts and others were assessed in the Final EIR. The impacts associated with the proposed Project are discussed in detail, by resource area. The Final EIR concluded that the following environmental resources would remain significant and unavoidable: air quality, biological resources, cultural resources, and greenhouse gas emissions. These conclusions do not change with the selection of Alternative 5 as the Project.
2. Alternatives. A total of five alternatives to the proposed Project were considered during preparation of the EIR. Alternative 5 is highlighted below as it has been recommended for approval instead of the originally proposed project.
  - a) Project with Expanded On-Dock Railyard Alternative (Alternative 5). The Expanded On-Dock Rail Alternative includes improving Berths 226-229, Berths 230-232, backland improvements and an additional on-dock rail track at the TICTF. Under this alternative, there would be two operating berths after construction, the same as the proposed Project. This alternative would require the same dredging as the proposed Project and is expected to operate at its maximum capacity of approximately 2,379,525 TEUs by 2038, the same as the proposed Project. Under this alternative, 208 vessels would call on the terminal by 2038, the same as the proposed Project.
3. Environmentally Superior Alternative. CEQA requires identification of the Environmentally Superior Alternative. The environmentally superior alternative was determined based on a ranking system that assigned numerical scores comparing the impacts under each resource area for each alternative relative to the proposed Project

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for CEQA. Chapter 6 of the Draft EIR presents a comparison of the proposed Project and each alternative by resource area with significant and unavoidable impacts.

The No Project Alternative is identified as having the fewest impacts because no proposed project-related actions would occur. However, the CEQA Guidelines, Section 15126.6(e) requires that in cases where the No Project Alternative is determined to be the environmentally superior alternative, another alternative must be identified as environmentally superior.

As such, the Reduced Project: No Backland Improvements Alternative is identified as environmentally superior because it would not result in impacts related to cultural resources (historic and archaeological), and would not increase the throughput capacity of the terminal which would have been achieved by allowing larger ships to visit the terminal. Therefore, in accordance with CEQA, Alternative 4 is deemed to be environmentally superior. However, it would not achieve the same level of operational efficiency achieved by Alternative 5. While Alternative 4 would somewhat reduce the impacts related to air pollution and greenhouse gas emissions, adoption of Alternative 5 would accomplish the proposed Project goals and objectives associated with optimizing the use of existing land at the Everport Container Terminal, improving backland capacity, and maximizing container land use and operations. Alternative 5 achieves the same objectives of the proposed Project although construction impacts would be slightly higher and the overall cost of the project would be a little bit more than with the proposed Project, while reducing the overall operational air quality and traffic impacts to the region.

For the reasons discussed above and in the attached FOF, staff recommends that the Board: 1) find that Alternatives 1 through 4 do not fully meet Project objectives and/or do not result in reduction or avoidance of environmental effects relative to the Project; and 2) approve Alternative 5 as described in the Final EIR. Alternative 5 meets all of the Project objectives while reducing on-road truck trips through the incorporation of an additional rail track at the TICTF.

4. Proposed Mitigation Measures. In accordance with the provisions of the Los Angeles City CEQA Guidelines, Article I, the State CEQA Guidelines Section 15091, and the information contained in the EIR, changes or alterations have been required in, or incorporated into the project as recommended for approval (Alternative 5) in the form of feasible mitigation which substantially lessen or avoid significant adverse environmental impacts identified in the EIR. Further, certain mitigation measures were modified/strengthened or added based on public comments received on the Draft EIR.

Mitigation measures contained in the EIR would be incorporated as appropriate in permits, such as, engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits for the proposed Project. All

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mitigation measures, lease measures and any standard conditions of approval can be found in the MMRP.

5. Unavoidable Significant Adverse Impacts. Significant impacts of Alternative 5 that could not be reduced below a level of significance are described in the FOF with findings for each impact. The following impact areas could not be mitigated to a level of insignificance under CEQA:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases

Cumulative Impacts. Alternative 5 was analyzed in conjunction with other related projects in the area for its potential to contribute to significant cumulative impacts. Alternative 5 would result in cumulatively considerable contributions to significant cumulative impacts related to aesthetics, air quality and meteorology, biological resources, greenhouse gas emissions, and noise under CEQA after mitigation.

Environmental Justice. Although not required pursuant to CEQA, the EIR includes an environmental justice analysis pursuant to NEPA, which assesses the potential for actions to have disproportionately high and adverse environmental and health impacts on minority and low-income populations. Significant impacts related to air quality would result in disproportionately high and adverse effects on minority and low-income populations.

6. Overriding Considerations. Pursuant to Public Resources Code Section 21081(b), no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects unless the agency makes the specific findings discussed above with respect to each significant impact and finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects. The Statement of Overriding Considerations must identify the substantial adverse environmental impacts that cannot be mitigated or avoided; make recommendations, that the project or alternatives be approved as proposed; and the reasons why, if in the opinion of the decision-making body, the project warrants approval despite such consequences or recommendations.

The Draft FOF and SOC recommended by staff is transmitted for Board consideration and adoption. Staff, in recommending the proposed Project for approval, has identified specific environmental, economic, legal, social, technological and other Project benefits. In summary, Alternative 5 provides the following benefits:

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- **Fulfills Harbor Department's legal mandates and objectives.** Alternative 5 would fulfill the Harbor Department's legal mandate under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California Tidelands Trust Act of 1911) to promote and develop commerce, navigation and fisheries, and other uses of statewide interest and benefit including industrial and transportation uses and the California Coastal Act (PRC Division 20, Section 30700, et seq.), which identifies the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry and obligates the Harbor Department to modernize and construct necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water-dependent and related facilities in order to preclude the necessity for developing new ports elsewhere in the state. Further, the California Coastal Act provides that the Harbor Department should give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to navigational facilities, shipping industries and necessary support and access facilities. The proposed Project would also meet the Harbor Department's strategic green growth objectives by maximizing the efficiency and the capacity of facilities while applying mitigation measures that adhere to and/or exceed the San Pedro Bay Clean Air Action Plan (CAAP) requirements and raise environmental standards.
- **Optimizes land use.** Alternative 5 would maximize the utilization of Port lands by increasing the cargo handling efficiency of an existing container terminal to accommodate the demands of foreign and domestic waterborne commerce.
- **Accommodate projected changes to cargo ship fleet mix.** Alternative 5 would upgrade an existing facility to accommodate the servicing of larger container ships which are projected to enter the fleet mix calling at the Port in the future.
- **Fosters economic growth.** Alternative 5 would augment local employment and business opportunities by directly supporting numerous short-term construction and long-term operational jobs and a variety of indirect jobs related to both the construction and operational phases.

In summary, Alternative 5 would allow the Harbor Department to meet its legal mandates to accommodate growing international commerce, while maintaining compliance with important environmental programs and policies. The Board hereby finds that the benefits of the proposed Project described above outweigh the significant and unavoidable environmental effects and are therefore considered acceptable.

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7. Areas of Controversy on Draft EIR. It is important for the Board to be informed as to the areas of controversy associated with the EIR. The areas of controversy have been identified through oral and written comments received on the proposed Project as part of the environmental review and planning processes. The discussion below provides a general overview of the areas of concern identified that staff believes remain controversial. Specific details on issues raised by commenters and the responses to those comments are included in the Final EIR.

During the public review period, comments were raised over the proposed Project's significant air quality impacts, potential impacts to environmental justice communities, the lack of inclusion of the electric dredge for use during construction, the lack of inclusion of an analysis of potential energy consumption impacts, etc. These comments also apply to Alternative 5. Additional mitigation measures were suggested related to locomotives, financial incentives, increased compliance with the Vessel Speed Reduction Program (VSRP), and use of cleaner-tiered vessels. However, additional mitigation measures in these areas proved to be technologically and economically infeasible as detailed in the Final EIR with the exception of the electric dredge which has now been included if available. The inclusion of the electric dredge also applies to Alternative 5 as the MMRP will not change as a result of recommending a project alternative.

8. EIR Certification and Project Approval. In light of these findings and conclusions, staff recommends certification of the Final EIR as being prepared in accordance with CEQA and implementing guidelines, and recommends approval of Alternative 5 and adoption of all feasible mitigation measures and lease measures.
9. Implementation of Mitigation. When making the CEQA findings required by Public Resources Code Section 21081(a), a public agency shall adopt a reporting or monitoring program in accordance with Public Resources Code Section 21081.6 for changes to the proposed Project which it has adopted or made a condition of Project approval in order to mitigate or avoid significant effects on the environment. A MMRP is transmitted for Board consideration and adoption. In addition, should the Board elect to approve the proposed Project or an alternative other than Alternative 5, the mitigation measures contained in the EIR would be incorporated as appropriate in permits, such as, engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits for the proposed Project (Recommendation 12). The proposed Findings of Fact and Statement of Overriding Considerations would also need to be revised.
10. Record of Proceedings. When making CEQA findings required by Public Resources Code Section 21081(a), a public agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based. These records are in the care of the Director of

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Environmental Management, City of Los Angeles Harbor Department, 222 W. 6<sup>th</sup> Street, San Pedro, California 90731.

11. Notice of Determination. In accordance with Los Angeles City CEQA Guidelines, Article I, and the State CEQA Guidelines Section 15094, a Notice of Determination will be filed with the County and City Clerk's Office after project approval. Public Resources Code Section 21167(c) provides that any action or proceeding alleging that an EIR does not comply with the provisions of CEQA shall be commenced within 30 days after filing the Notice of Determination.

**FINANCIAL IMPACT:**

Certification of the Final EIR and approval of Alternative 5 is an administrative action that would pave the path forward for implementation of the Project. This Board action does not authorize any expenditures related to the project nor does it commit the Harbor Department to complete the project as ultimately approved, if any. Award of any capital construction contract related to the project, as will any approval of a lease extension with Everport under its existing Permit No. 888, would require Board approval under separate future actions. Consultant costs to complete the Everport EIR is estimated at \$2,426,461.87 (not including Harbor Department staff time and materials). A total of \$58,179,775 is programmed in the Port's 10-year Capital Improvement Program for Everport improvements which also includes the cost to complete the EIR/EIS. The Harbor Department's financial return on the project will be fully detailed in any future Board actions requesting approval of capital expenditures and/or lease extension under Permit No. 888. However, preliminary financial analysis indicates the undertaking of Alternative 5 would likely conform to the Harbor Department's Board adopted rate of return policy. Aside from mitigation and lease measures that are the responsibility of the tenant as outlined in the MMRP, the project, as ultimately approved, is the financial responsibility of the Harbor Department.

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**CITY ATTORNEY:**

Based upon the information presented to the City Attorney's Office, the Board may certify that the EIR for the Berths 226-236 Everport Container Terminal Improvements Project have been completed in accordance with CEQA.

**TRANSMITTALS:**

1. Final Environmental Impact Report (FEIR)
2. Findings of Fact and Statement of Overriding Considerations (FOF and SOC)
3. Mitigation Monitoring and Reporting Program (MMRP)

FIS Approval: *MB* (initials)  
CA Approval: *CB* (initials)

*Lisa Ochsmen for*

CHRISTOPHER CANNON  
Director of Environmental Management

*Michael DiBernardo*

MICHAEL DiBERNARDO  
Deputy Executive Director

APPROVED:

*Mark Bleavins*  
FOR

EUGENE D. SEROKA  
Executive Director

CC:yo  
AUTHOR: T. Tsopoulos  
APP No.: 160420-056

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# Berths 226 to 236 [Everport] Container Terminal Improvements Project

## Final Environmental Impact Statement/ Environmental Impact Report And Draft General Conformity Determination



September 2017

Prepared by:

Los Angeles Harbor Department  
Environmental Management Division  
425 S. Palos Verdes Street  
San Pedro, CA 90731

With assistance from:

**CDM  
Smith**

APP No. 131015-136  
SCH No. 2014101050



**US Army Corps  
of Engineers**

TRANSMITTAL 1

**Table 3.2-35: Peak Daily Operational Emissions—Alternative 1 (lbs/day)**

Source Category	Without Mitigation						With Mitigation					
	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
<b>Year 2019</b>												
Ships: Main Propulsion Engines	131	123	7,359	151	859	494	113	106	6,121	118	794	471
Ships: Aux Engines and Boilers	43	41	1,689	108	154	61	44	41	1,687	110	154	61
AMP Electricity Use	2	2	17	7	8	0	2	2	18	8	9	0
Tugboats	2	2	63	0	134	10	2	2	63	0	134	10
Trucks	162	52	2,646	5	234	73	162	52	2,646	5	234	73
Line Haul Locomotives	25	23	1,046	1	270	42	25	23	1,046	1	270	42
Switch Locomotives	0	0	16	0	5	1	0	0	16	0	5	1
Cargo Handling Equipment	3	3	236	2	318	26	3	3	236	2	318	26
Worker Vehicles	17	5	8	0	87	3	17	5	8	0	87	3
<b>Total Operational Year 2019</b>	<b>385</b>	<b>250</b>	<b>13,079</b>	<b>275</b>	<b>2,070</b>	<b>710</b>	<b>367</b>	<b>234</b>	<b>11,841</b>	<b>244</b>	<b>2,006</b>	<b>687</b>
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-79	-53	321	-808	101	-56	-97	-69	-918	-839	37	-79
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<b>Yes</b>	No	No	No	No	No	No	No	No	No
<b>Year 2026</b>												
Ships: Main Propulsion Engines	134	126	<del>7,508</del> 6,326	154	876	504	115	108	5,262	120	811	481
Ships: Aux Engines and Boilers	47	44	1,896	112	173	68	39	37	1,300	100	138	55
AMP Electricity Use	1	1	10	4	5	0	2	2	17	7	8	0
Tugboats	2	1	60	0	143	10	2	1	60	0	143	10
Trucks	148	42	959	4	154	32	148	42	959	4	154	32
Line Haul Locomotives	17	16	785	1	303	30	17	16	785	1	303	30
Switch Locomotives	0	0	14	0	6	1	0	0	14	0	6	1
Cargo Handling Equipment	4	3	121	3	437	29	4	3	121	3	437	29
Worker Vehicles	17	5	5	0	58	2	17	5	5	0	58	2
<b>Total Operational Year 2026</b>	<b>370</b>	<b>239</b>	<del>11,357</del> <b>10,175</b>	<b>279</b>	<b>2,154</b>	<b>677</b>	<b>344</b>	<b>215</b>	<b>8,523</b>	<b>236</b>	<b>2,058</b>	<b>641</b>

**Table 3.2-35: Peak Daily Operational Emissions—Alternative 1 (lbs/day)**

Source Category	Without Mitigation						With Mitigation					
	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-94	-64	<del>3,216</del> <u>-2,584</u>	-803	185	-88	-119	-88	-4,236	-847	89	-125
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	No	No	No	No	No	No	No	No	No	No
<b>Year 2033</b>												
Ships: Main Propulsion Engines	189	178	<del>10,812</del> <u>5,139</u>	228	1,206	684	153	144	3,938	159	1,076	638
Ships: Aux Engines and Boilers	53	50	2,226	119	202	79	41	38	843	100	147	58
AMP Electricity Use	0	0	4	2	2	0	2	2	16	7	8	0
Tugboats	2	2	85	0	204	15	2	2	85	0	204	15
Trucks	146	41	718	4	157	28	146	41	718	4	157	28
Line Haul Locomotives	37	34	1,964	5	1,216	72	37	34	1,964	5	1,216	72
Switch Locomotives	0	0	27	0	12	2	0	0	27	0	12	2
Cargo Handling Equipment	5	4	133	3	563	36	5	4	133	3	563	36
Worker Vehicles	20	6	4	0	54	2	20	6	4	0	54	2
<b>Total Operational Year 2033</b>	<b>452</b>	<b>315</b>	<del>15,975</del> <u>10,302</u>	<b>362</b>	<b>3,617</b>	<b>919</b>	<b>405</b>	<b>270</b>	<b>7,729</b>	<b>279</b>	<b>3,437</b>	<b>852</b>
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-11	12	<del>3,216</del> <u>-2,457</u>	-721	1,649	154	-59	-33	-5,029	-804	1,468	86
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<del>Yes</del> <u>No</u>	No	<b>Yes</b>	<b>Yes</b>	No	No	No	No	<b>Yes</b>	<b>Yes</b>
<b>Year 2038</b>												
Ships: Main Propulsion Engines	189	178	<del>10,812</del> <u>2,302</u>	228	1,206	684	153	144	1,765	159	1,076	638
Ships: Aux Engines and Boilers	53	50	2,226	119	202	79	41	38	459	100	147	58
AMP Electricity Use	0	0	4	2	2	0	2	2	16	7	8	0
Tugboats	2	2	77	0	176	13	2	2	77	0	176	13
Trucks	145	40	646	4	152	26	145	40	646	4	152	26
Line Haul Locomotives	23	21	1,416	5	1,216	53	23	21	1,416	5	1,216	53

**Table 3.2-35: Peak Daily Operational Emissions—Alternative 1 (lbs/day)**

Source Category	Without Mitigation						With Mitigation					
	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
Switch Locomotives	0	0	13	0	12	1	0	0	13	0	12	1
Cargo Handling Equipment	5	4	129	3	563	36	5	4	129	3	563	36
Worker Vehicles	20	6	3	0	47	2	20	6	3	0	47	2
<b>Total Operational Year 2038</b>	<b>438</b>	<b>302</b>	<del>15,327</del> <b>6,817</b>	<b>362</b>	<b>3,577</b>	<b>895</b>	<b>390</b>	<b>257</b>	<b>4,524</b>	<b>279</b>	<b>3,397</b>	<b>827</b>
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Alternative Minus CEQA Baseline	-26	-1	<del>2,569</del> <b>-5,941</b>	-721	1,609	129	-74	-46	-8,234	-804	1,429	62
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<del>Yes</del> <b>No</b>	No	<b>Yes</b>	<b>Yes</b>	No	No	No	No	<b>Yes</b>	<b>Yes</b>

Notes:

Emissions assume the simultaneous occurrence of peak daily equipment activity levels. Such levels would rarely occur during day-to-day terminal operations.

Truck, train, ship, and worker commute emissions include transport within the South Coast Air Basin.

AMP electricity use reflects indirect emissions from regional power generation.

NEPA does not require analysis of the No Project Alternative.

Emissions might not precisely add due to rounding.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

**Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)**

Source Category	Without Mitigation						With Mitigation					
	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
<b>Year 2019</b>												
Ships: Main Propulsion Engines	122	115	6,865	141	802	462	107	100	5,819	113	748	442
Ships: Aux Engines and Boilers	38	36	1,518	91	138	55	31	29	1,167	80	107	43
AMP Electricity Use	1	1	9	4	4	0	2	2	15	6	8	0
Tugboats	2	2	63	0	134	10	2	2	63	0	134	10
Trucks	155	50	2,515	5	222	69	155	50	2,515	5	222	69
Line Haul Locomotives	23	21	948	1	245	38	23	21	948	1	245	38
Switch Locomotives	0	0	15	0	5	1	0	0	15	0	5	1
Cargo Handling Equipment	3	3	277	2	373	31	3	3	277	2	373	31
Worker Vehicles	16	5	8	0	85	3	16	5	8	0	85	3
<b>Total Operational Year 2019</b>	<b>360</b>	<b>232</b>	<b>12,218</b>	<b>244</b>	<b>2,008</b>	<b>668</b>	<b>339</b>	<b>212</b>	<b>10,827</b>	<b>207</b>	<b>1,926</b>	<b>636</b>
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-103	-71	-541	-839	40	-98	-125	-91	-1,931	-875	-43	-129
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	No	No	No	No	No	No	No	No	No	No
<b>NEPA Impacts</b>												
NEPA Baseline Emissions	367	234	11,841	244	2,006	687	367	234	11,841	244	2,006	687
Project Minus NEPA Baseline	-7	-2	377	0	2	-19	-28	-22	-1,013	-36	-80	-50
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<b>Yes</b>	No	No	No	No	No	No	No	No	No
<b>Year 2026</b>												
Ships: Main Propulsion Engines	131	123	<del>7,382</del> 6,192	152	857	492	116	109	5,476	124	803	472
Ships: Aux Engines and Boilers	37	35	1,465	94	134	53	38	36	1,315	96	135	54
AMP Electricity Use	3	3	29	12	15	1	3	3	30	13	15	1
Tugboats	2	1	60	0	143	10	2	1	60	0	143	10
Trucks	171	48	1,100	5	176	37	171	48	1,100	5	176	37
Line Haul Locomotives	21	20	988	1	381	38	21	20	988	1	381	38

**Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)**

Source Category	Without Mitigation						With Mitigation					
	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
Switch Locomotives	0	0	16	0	6	1	0	0	16	0	6	1
Cargo Handling Equipment	4	4	147	3	521	34	4	4	147	3	521	34
Worker Vehicles	19	5	5	0	63	2	19	5	5	0	63	2
<b>Total Operational Year 2026</b>	<b>388</b>	<b>241</b>	<del>11,493</del> <b>10,003</b>	<b>268</b>	<b>2,297</b>	<b>669</b>	<b>374</b>	<b>227</b>	<b>9,137</b>	<b>243</b>	<b>2,244</b>	<b>650</b>
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-75	-62	<del>-1,565</del> <del>-2,755</del>	-814	329	-97	-90	-76	-3,621	-840	275	-116
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	No	No	No	No	No	No	No	No	No	No
<b>NEPA Impacts</b>												
NEPA Baseline Emissions	344	215	8,523	236	2,058	641	344	215	8,523	236	2,058	641
Project Minus NEPA Baseline	44	26	<del>2,671</del> <del>1,481</del>	32	239	28	30	12	615	7	186	9
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<b>Yes</b>	No	No	No	No	No	<b>Yes</b>	No	No	No
<b>Year 2033</b>												
Ships: Main Propulsion Engines	137	129	<del>7,467</del> <del>3,842</del>	158	903	520	104	98	3,117	96	784	477
Ships: Aux Engines and Boilers	62	59	2,485	146	233	92	56	52	1,128	137	200	80
AMP Electricity Use	1	1	8	3	4	0	2	2	16	7	8	0
Tugboats	2	2	64	0	153	11	2	2	64	0	153	11
Trucks	179	50	877	5	190	34	179	50	877	5	190	34
Line Haul Locomotives	47	44	2,551	6	1,580	94	47	44	2,551	6	1,580	94
Switch Locomotives	0	0	35	0	14	2	0	0	35	0	14	2
Cargo Handling Equipment	6	5	160	4	672	43	6	5	160	4	672	43
Worker Vehicles	22	6	4	0	59	3	22	6	4	0	59	3
<b>Total Operational Year 2033</b>	<b>457</b>	<b>296</b>	<del>13,651</del> <del>10,026</del>	<b>323</b>	<b>3,810</b>	<b>800</b>	<b>418</b>	<b>259</b>	<b>7,951</b>	<b>255</b>	<b>3,662</b>	<b>745</b>
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765

**Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)**

Source Category	Without Mitigation						With Mitigation					
	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
Project Minus CEQA Baseline	-7	-7	<del>893</del> <u>-2,732</u>	-760	1,841	34	-46	-44	-4,808	-828	1,693	-21
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<del>Yes</del> <u>No</u>	No	<b>Yes</b>	No	No	No	No	No	<b>Yes</b>	No
<b>NEPA Impacts</b>												
NEPA Baseline Emissions	405	270	7,729	279	3,437	852	405	270	7,729	279	3,437	852
Project Minus NEPA Baseline	52	25	<del>5,922</del> <u>2,297</u>	44	373	-52	13	-12	222	-24	225	-107
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<b>Yes</b>	No	No	No	No	No	<b>Yes</b>	No	No	No
<b>Year 2038</b>												
Ships: Main Propulsion Engines	137	129	<del>7,467</del> <u>2,406</u>	158	903	520	104	98	1,920	96	784	477
Ships: Aux Engines and Boilers	62	59	2,485	146	233	92	56	52	803	137	200	80
AMP Electricity Use	1	1	8	3	4	0	1.543	1.543	15.6	6.6	7.7	0.4
Tugboats	1	1	58	0	132	10	1.38	1.23	57.94	0.26	132.11	9.59
Trucks	179	50	790	5	184	32	179	50	790	5	184	32
Line Haul Locomotives	30	27	1,839	6	1,580	69	30	27	1,839	6	1,580	69
Switch Locomotives	0	0	18	0	14	1	0	0	18	0	14	1
Cargo Handling Equipment	6	5	155	4	672	43	6	5	155	4	672	43
Worker Vehicles	22	6	3	0	52	2	22	6	3	0	52	2
<b>Total Operational Year 2038</b>	<b>438</b>	<b>279</b>	<del><b>12,823</b></del> <b><u>7,762</u></b>	<b>323</b>	<b>3,775</b>	<b>769</b>	<b>399</b>	<b>241</b>	<b>5,603</b>	<b>255</b>	<b>3,627</b>	<b>714</b>
<b>CEQA Impacts</b>												
CEQA Baseline Emissions	464	303	12,759	1,083	1,969	765	464	303	12,759	1,083	1,969	765
Project Minus CEQA Baseline	-25	-24	<del>65</del> <u>-4,996</u>	-760	1,807	4	-65	-62	-7,156	-828	1,658	-51
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<del>Yes</del> <u>No</u>	No	<b>Yes</b>	No	No	No	No	No	<b>Yes</b>	No
<b>NEPA Impacts</b>												

**Table 3.2-69: Peak Daily Operational Emissions — Alternative 4 (lbs/day)**

Source Category	Without Mitigation						With Mitigation					
	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
NEPA Baseline Emissions	390	257	4,524	279	3,397	827	390	257	4,524	279	3,397	827
Project Minus NEPA Baseline	48	22	<del>8,299</del> 3,238	44	378	-58	9	-15	1,078	-24	230	-113
Significance Threshold	150	55	55	150	550	55	150	55	55	150	550	55
<b>Significant?</b>	No	No	<b>Yes</b>	No	No	No	No	No	<b>Yes</b>	No	No	No

Notes:

Emissions assume the simultaneous occurrence of peak daily equipment activity levels. Such levels would rarely occur during day-to-day terminal operations.

Truck, train, ship, and worker commute emissions include transport within the South Coast Air Basin.

AMP electricity use reflects indirect emissions from regional power generation.

NEPA baseline emissions reflect the NEPA baseline operational, presented in Table 3.2-5.

Emissions might not precisely add due to rounding.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

**Additional Assumptions:**

- Ship transit emissions were calculated from berth to the edge of the SCAB over-water boundary (roughly a 50-mile one-way trip).
- Some arriving container ships are unable to proceed directly to the berth, but instead must wait at a designated anchorage point either inside or outside the breakwater until given clearance to proceed to the berth. Anchorage times were provided by the LAHD for the 2013 baseline year, based on 2013 data for Everport ship visits (LAHD, 2014c). Similar to hoteling, the main engine is assumed to be turned off during anchorage, while the auxiliary engines and boilers are assumed to remain running.
- Assumptions on annual and peak day anchoring time in the harbor prior to calling at the terminal in future analysis years was provided by AECOM (McBride, 2015a, 2015b and 2015c).

**Activity Assumptions:**

Table 3.2-2 shows TEU throughput, ship calls by ship size category, and peak day ship activity for the 2013 baseline and future analysis years. The table also shows which berths would be operational and which berths would be equipped with AMP in the different analysis years.

**Table 3.2-2: Annual TEU Throughput, Annual Ship Calls by Ship Size, and Peak Day Activity**

	CEQA Baseline	Operation during Construction Years		Operation during Future Analysis Years			
	2013	2018 <sup>a</sup>	2019 <sup>a</sup>		2026	2033	2038
<b>Proposed Project</b>							
Annual TEU Throughput	1,240,773	1,211,500	1,297,656		1,843,297	2,379,525	2,379,525
Annual Ship Calls by Ship TEU Capacity							
4,000–4,999	68	-	-		-	-	-
5,000–5,999	2	52	52		52	52	52
6,000–6,999	15	52	52		-	-	-
7,000–7,999	30	-	-		-	-	-
8,000–8,999	51	-	-		-	52	52
10,000–10,999	-	-	-		52	52	52
11,000–11,999	-	52	52		-	-	-
16,000–16,999	-	-	-		52	52	52
Total Annual Ship Calls	166	156	156		156	208	208
Peak Day Ship Calls— Ships at Berth	4	3	3		3	4	4
Peak Day Number of Transits	4	3	3		3	4	4
Operating Berths	226-229 230-232	226-229 230-232	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232
AMP Berths	227, 230	227, 230	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232
<b>Alternative 1— No Federal Action/NEPA Baseline, Alternative 2—CEQA No Project</b>							

Annual TEU Throughput		1,263,742	1,278,107		1,429,798	1,818,000	1,818,000
<b>Annual Ship Calls by Ship TEU Capacity</b>							
6,000–6,999	Same as Proposed Project	52	52		-	-	-
7,000–7,999		52	52		52	104	104
8,000–8,999		52	52		104	104	104
Total Annual Ship Calls		156	156		156	208	208
Peak Day Ship Calls—Ships at Berth		3	3		3	4	4
Peak Day Number of Transits		3	3		3	4	4
Operating Berths		226-229 230-232	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232
AMP Berths	227, 230	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232	
<b>Alternative 3—Reduced Wharf Improvements</b>							
Annual TEU Throughput		1,211,500	1,264,037		1,749,023	2,250,000	2,250,000
<b>Annual Ship Calls by Ship TEU Capacity</b>							
5,000–5,999	Same as Proposed Project	52	52		52	52	52
6,000–6,999		-	52		-	-	-
8,000–8,999		-	-		52	52	52
9,000–9,999		-	-		-	52	52
10,000–10,999		-	52		-	-	-
16,000–16,999		-	-		52	52	52
Total Annual Ship Calls		156	156		156	208	208
Peak Day Ship Calls—Ships at Berth	3	3		3	4	4	
Peak Day Number of Transits	3	3		3	4	4	
Operating Berths	226-229 230-232	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232	
AMP Berths	227, 230	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232	
<b>Alternative 4—No Backland Improvements</b>							
Annual TEU Throughput		1,211,500	1,227,556		1,649,522	2,115,133	2,115,133
<b>Annual Ship Calls by Ship TEU Capacity</b>							
5,000–5,999	Same as Proposed Project	-	52		52	52	52
6,000–6,999		-	52		-	52	52
8,000–8,999		-	-		52	52	52
9,000–9,999		-	52		-	-	-
14,000–14,999		-	-		52	-	-
16,000–16,999		-	-		-	52	52

Total Annual Ship Calls		156	156		156	208	208
Peak Day Ship Calls—Ships at Berth		3	3		3	3	3
Peak Day Number of Transits		3	3		3	3	3
Operating Berths		226-229 230-232	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232
AMP Berths		227, 230	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232
<b>Alternative 5—Expanded On-Dock Railyard with Wharf and Backland Improvements</b>							
Annual TEU Throughput		1,211,500	1,297,656		1,843,297	2,379,525	2,379,525
Annual Ship Calls by Ship TEU Capacity							
5,000–5,999	Same as Proposed Project	52	52		52	52	52
6,000–6,999		52	52		-	-	-
8,000–8,999		-	-		-	52	52
10,000–10,999		-	-		52	52	52
11,000–11,999		52	52		-	-	-
16,000–16,999		-	-		52	52	52
Total Annual Ship Calls			156	156		156	208
Peak Day Ship Calls—Ships at Berth		3	3		3	4	4
Peak Day Number of Transits		3	3		3	4	4
Operating Berths		226-229 230-232	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232
AMP Berths		227, 230	226-229 230-232		226-229 230-232	226-229 230-232	226-229 230-232

Notes:

<sup>a</sup> Operational activity during the construction years 2018 and 2019 is presented because operation would overlap construction during these years.

## Tugboats

During proposed Project operations, tugboats would be used to assist container ships while maneuvering and docking inside Port breakwater. The assumptions below were applied to estimate peak day and annual unmitigated emissions.

- Two tugboats were assumed for each arrival/departure assist of a container ship.
- Tugboat transit time was assumed to equal the average of container ship transit times in the harbor, multiplied by 1.3 to account for tug movement and assist time (LAHD, 2011).
- Tugboat main and auxiliary engine sizes and load factors were obtained from the 2014 Port Emissions Inventory Report (LAHD, 2015a).
  - Tugboat emission factors were calculated using zero hour emission factors from the CARB *Emissions Estimation Methodology for Commercial Harbor Craft Operating in*

**Attachment C**  
**Project Programming Request Form,**  
**Detailed Cost Estimates, &**  
**POLA FY19 Budget Documentation**

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No						Date:	11/14/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.	
07				0			TBD	TCIF
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
LA				Port of Los Angeles				
				MPO		Element		
				SCAG		Local Assistance		
Project Manager/Contact		Phone		E-mail Address				
Brian Correa		(310) 732-3643		<a href="mailto:bcorrea@portla.org">bcorrea@portla.org</a>				
<b>Project Title</b>								
Everport Terminal Berth Efficiency and Emission Reduction Project								
<b>Location (Project Limits), Description ( Scope of Work)</b>								
The project is located at the Everport Terminal on Terminal Island in the Port of Los Angeles. The project entails a new wharf at the Everport Terminal to accommodate larger vessels and more/larger electrified gantry cranes (the cranes are not part of this grant request and are the sole responsibility of the terminal operator). Detailed project elements are listed on Page 2.								
<b>Component</b>		<b>Implementing Agency</b>						
PA&ED		Port of Los Angeles						
PS&E		Port of Los Angeles						
Right of Way		Port of Los Angeles						
Construction		Port of Los Angeles						
<b>Legislative Districts</b>								
Assembly:	District 70		Senate:	District 35		Congressional:	District 44	
<b>Project Benefits</b>								
The project will have the following benefits for goods movement: - increased velocity of goods, increased throughput, increased reliability, and congestion reduction								
<b>Purpose and Need</b>								
The Project is needed to accommodate larger vessels now and over the coming years, which in turn yields additional terminal capacity to accommodate expected future growth in container cargo. Additional text is provided on Page 2								
<b>Category</b>		<b>Outputs/Outcomes</b>				<b>Unit</b>	<b>Total</b>	
Local streets and roads		Operational improvements						
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No			
Inc. Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions Yes					
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						N/A		
Begin Environmental (PA&ED) Phase							10/23/14	
Circulate Draft Environmental Document				<b>Document Type</b>	EIR/FONSI		04/19/17	
Draft Project Report							N/A	
End Environmental Phase (PA&ED Milestone)							10/19/17	
Begin Design (PS&E) Phase							09/19/14	
End Design Phase (Ready to List for Advertisement Milestone)							11/15/18	
Begin Right of Way Phase							N/A	
End Right of Way Phase (Right of Way Certification Milestone)							N/A	
Begin Construction Phase (Contract Award Milestone)							04/02/19	
End Construction Phase (Construction Contract Acceptance Milestone)							04/02/21	
Begin Closeout Phase							04/03/21	
End Closeout Phase (Closeout Report)							04/30/22	

**ADA Notice**

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 11/14/18

**Additional Information**

The proposed Project is needed to accommodate larger vessels now and over the coming years, which in turn yields additional terminal capacity to accommodate expected future growth in container cargo, serving the entire country. About 40% of all U.S. imports and 25% of all U.S. exports move through the Ports of Los Angeles and Long Beach (POLA/POLB). The POLA/POLB handled 16.9 million twenty-foot equivalent units (TEUs) in 2017. The POLA/POLB jointly prepare long-term container forecasts using macro-economic models. The last forecast was prepared in 2016, which yielded an unconstrained market demand of about 41 million by the year 2040. Estimated existing capacity of the POLA/POLB is about 28 million TEU. Hence, this additional capacity via an improved wharf is needed to accommodate expected future growth over time.

In order to meet this need, the project entails the following elements:

- Dredging (use all-electric equipment, without emissions) of 30,000 cubic yards from Berths 226-229 to a depth of -55' MLLW to accommodate larger ships (the existing design depth is -45' MLLW)
- Dredging (use all-electric equipment) of 8,000 cubic yards from Berths 230-232 to a depth of -49' MLLW to accommodate larger ships (the existing design depth is -45' MLLW)
- Installation of approximately 1,500 lineal feet of sheet piling to stabilize the wharf
- Disposal of 38,000 cubic yards of dredged material at ocean disposal site and/or upland disposal facility
- Construction of electric power infrastructure for new wharf cranes
  - Three wharf crane electrical power vaults; three fiber optic vaults for crane control systems; approximately 3,000 feet of conduit within trenches
- 19 new fenders (including new spacers) needed to handle the larger vessels
- 22 bollard upgrades (to 150 metric ton weight capacity) and 2 new bollards (200 MT capacity) needed to handle larger vessels
- One new electrical substation needed to power new wharf cranes
- In addition to the above elements, the POLA is also upgrading the existing shore-side electric power for the wharf (Alternative Marine Power – AMP). TCIF program funds will not be used for this particular element, but is part of the overall project scope/cost. The AMP infrastructure eliminates most of the vessel emissions when at berth.

The project will yield the following benefits:

- Velocity: the speed by which cargo would travel from the port through the distribution system
  - New wharf enables larger vessels, from 8,000 twenty-foot equivalent units (TEU) to 16,000 TEU vessels, which might otherwise have to wait to berth at another terminal in the POLA or POLB, that could accommodate the larger vessel physically, but must queue/anchor to use that other berth
  - New wharf enables use of more and larger cranes to unload/load containers more efficiently due to better utilization rates compared to current conditions
- Throughput: the volume of cargo that would move from the port through the distribution system
  - New wharf enables larger vessels, and more/larger cranes to unload/load containers, and thus provides additional capacity for the terminal in the amount of 297,000 TEU/year
- Reliability: a reasonably consistent and predictable cargo travel time between points
  - New wharf enables larger vessels, from 8,000 twenty-foot equivalent units (TEU) to 16,000 TEU vessels, which might otherwise have to wait to berth at another terminal in the POLA or POLB, that could accommodate the larger vessel physically, but must queue/anchor to use that other berth
- Congestion reduction: the reduction in recurrent daily hours of delay to be achieved
  - The larger vessels that can be handled will literally have a greater concentration of import containers destined for inland U.S. locations via on-dock rail (vs. off-dock rail). Thus, on-dock use is expected to increase as a result of the new wharf. To be conservative, credit for this expected on-dock volume increase was not assumed in the EIR/EIS.

**ADA Notice**

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 11/14/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA				0	TBD
<b>Project Title:</b> Everport Terminal Berth Efficiency and Emission Reduction Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Port of Los Angeles
PS&E									Port of Los Angeles
R/W SUP (CT)									Port of Los Angeles
CON SUP (CT)									Port of Los Angeles
R/W									Port of Los Angeles
CON									Port of Los Angeles
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,523							3,523	
PS&E	1,632	70						1,702	
R/W SUP (CT)									
CON SUP (CT)		269	1,078	776	32			2,155	
R/W									
CON		5,430	7,568	1,910	227			15,135	
TOTAL	5,155	5,769	8,646	2,686	259			22,515	

Fund No. 1:	POLA								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									POLA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,523							3,523	
PS&E	1,632	70						1,702	
R/W SUP (CT)									
CON SUP (CT)		269	1,078	776	32			2,155	
R/W									
CON			7,568	1,910	227			9,705	
TOTAL	5,155	339	8,646	2,686	259			17,085	

Fund No. 2:	TCIF								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									TCIF POLA Savings Reallocation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,430						5,430	
TOTAL		5,430						5,430	





Everport Terminal Berth Efficiency and Emission Reduction Project					
Participating Construction Costs					
DREDGING	QUANTITY	UNITS	UNIT COST	SUBTOTAL COST	CONSTRUCTION TOTALS

Dredging Mob/Demob	2	EA	\$61,000	\$122,000	
Berths 226-229 Dredging w/ Disposal	23,000	CY	\$45	\$1,035,000	
Berths 230-232 Dredging w/ Disposal	2,000	CY	\$45	\$90,000	
Electric Dredge Connection	1	LS	\$100,000	\$100,000	
<b>DREDGING SUBTOTAL =</b>					<b>\$1,347,000</b>

SHEET PILES	QUANTITY	UNITS	UNIT COST	SUBTOTAL COST	
Sheet Pile Mob/Demob	2	EA	\$41,000	\$82,000	
Berths 226-229 Sheet Piles	1,500	LF	\$4,100	\$6,150,000	
Sheet Pile Connection	1	LS	\$150,000	\$150,000	
<b>SHEET PILES SUBTOTAL =</b>					<b>\$6,382,000</b>

FENDERS	QUANTITY	UNITS	UNIT COST	SUBTOTAL COST	
New Fender System	19	EA	\$15,000	\$285,000	
Installation New Fender System	19	EA	\$20,000	\$380,000	
Fender Rubber Body Replacement	25	EA	\$10,000	\$250,000	
Installation Existing Fender System	52	EA	\$20,000	\$1,040,000	
Anchor Chains (excluding new fender system)	1	LS	\$106,000	\$106,000	
Fender Spacers	71	EA	\$7,210	\$511,910	
<b>FENDERS SUBTOTAL =</b>					<b>\$2,572,910</b>

BOLLARDS	QUANTITY	UNITS	UNIT COST	SUBTOTAL COST	
150 MT Bollard	22	EA	\$3,700	\$81,400	
200 MT Bollard	2	EA	\$6,700	\$13,400	
<b>BOLLARDS SUBTOTAL =</b>					<b>\$94,800</b>

ELECTRICAL (ELECTIFICATION OF 3 NEW CRANES)	QUANTITY	UNITS	UNIT COST	SUBTOTAL COST	
CS-1 Switchgear Equipment and Installation	1	LS	\$3,100,000	\$3,100,000	
Construction of CS-1 Substation - Structural	1	LS	\$33,000	\$33,000	
Trenching and Conduits	3000	LF	\$60	\$180,000	
Wiring	1	LS	\$300,000	\$300,000	
Concrete Crane Vaults (Cable Horns) - Structural	3	EA	\$15,000	\$45,000	
Maintenance Hole Installation	3	EA	\$60,000	\$180,000	
DWP Industrial Substation	1	LS	\$900,000	\$900,000	
<b>ELECTRICAL SUBTOTAL =</b>					<b>\$4,738,000</b>

**TOTAL COST = \$15,134,710**

**Project Cost Summary**

Participating Work Construction Cost =	\$15,134,710
Non-Participating Work Construction Cost =	\$22,712,591
Subtotal Construction Cost =	\$37,847,301

Construction Contingency =	\$10,715,341
Total Construction Cost including Contingency =	\$48,562,642

Environmental and Planning = \$3,523,000

**PS&E Summary**

Participating PS&E Total =	\$1,702,200
Non-Participating PS&E Total =	\$5,987,658
PS&E Total Project Cost =	\$7,689,858

**Construction Support Summary**

Participating Construction Support Total =	\$2,155,496
Non-Participating Construction Support Total =	\$3,233,244
Construction Support Total Project Cost =	\$5,388,740

**Total Project Cost = \$65,164,240**

**Everport Terminal Berth Efficiency and Emission Reduction Project**

**Non-Participating Construction Costs**

<b>WHARF REPAIR</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>SUBTOTAL COST</b>	<b>CONSTRUCTION TOTALS</b>
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**PANZERBELT TRENCH REMOVAL AND REPLACEMENT**

<b>Material Costs</b>					
SPB400 Reinforced Panzerbelt	900	meters	\$520.00	\$468,000	
Fixing strip 13 rivets/meter, predrilled hot dip galvanized	900	meters	\$41.00	\$36,900	
Rivets stainless steel AISI 304 dia. 5x27, 13 rivets per meter	900	meters	\$23.00	\$20,700	
Panzerbelt Joint L=240 mm for SPB400	21	EA	\$78.00	\$1,638	
Material Tax and Delivery	1	LS	\$60,188	\$60,188	
<b>Labor Costs</b>					
Panzerbelt replacement and liner removal labor cost	1	LS	\$680,610	\$680,610	

**Panzerbelt Trench removal and Replacement Construction Cost =**

**\$1,268,036**

**WHARF EXPANSION JOINT REPAIR B229**

B. 229 Expansion Joint Repair	1	LS	\$8,000	\$8,000	
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**Wharf Expansion Joint Repair Construction Cost =**

**\$8,000**

**WHARF REPAIRS**

Mobilization/Demob	1	LS	\$20,000	\$20,000	
Epoxy Injecton Repairs	234	LF	\$283	\$66,105	
24" Octagonal pile repair with jacket	152	LF	\$1,650	\$250,800	
18" Octagonal pile repair with jacket	431	LF	\$1,250	\$538,750	
18" Square pile repair with jacket	305	LF	\$1,100	\$335,500	
18" Octagonal pile repair with jacket for sheared piles at soffit	10	EA	\$6,863	\$68,625	
18" Square pile repair with jacket for sheared piles at soffit	5	EA	\$6,863	\$34,313	
Shotcrete repairs	2092	CF	\$1,084	\$2,267,205	
Reinforcing	34000	LBS	\$5	\$170,000	
Cast-in-place concrete repairs	578.71	CY	\$1,200	\$694,452	

**Wharf Repairs Construction Cost =**

**\$4,425,750**

**Wharf Repair Cost =**

**\$5,701,785**

<b>BACKLAND CONSTRUCTION</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>SUBTOTAL COST</b>	<b>CONSTRUCTION TOTALS</b>
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**STRIPING AND SURFACE PREPARATION FOR E-TRUCKS**

	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>SUBTOTAL COST</b>	
Mob/Demob	2	EA	\$700.00	\$1,400	
Slurry Seal	620	SY	\$5.00	\$3,100	
Removal of Striping	250	LF	\$1.90	\$475	
4" Acrylic Striping	575	LF	\$0.40	\$230	
Removal of Wheel Stops	110	LF	\$4.75	\$523	

**Striping and Surface Preparation for E-Trucks Construction Cost =**

**\$5,728**

**STORM DRAIN RELOCATION (AMP SUBSTATION) \***

Sawcut AC Pavement	150	LF	\$3.00	\$450	
Demolish and Dispose of AC	22	CY	\$60.00	\$1,320	
Excavate and Dispose of Soil - <i>Non-Hazardous Contaminated Soil</i>	45	CY	\$62.00	\$2,790	
Remove/Abandon Catch Basin	1	EA	\$350.00	\$350	
Remove/Abandon Storm Drain Pipe	20	LF	\$26.00	\$520	
Install Catch Basin	1	EA	\$5,000.00	\$5,000	
Import Fill	45	CY	\$35.00	\$1,575	
CMB	11	CY	\$30.00	\$330	
Grading	80	CY	\$10.00	\$800	
AC Paving	16	TON	\$90.00	\$1,440	
Catch Basin Inserts	12	EA	\$1,000.00	\$12,000	
Catch Basin Stencils	12	EA	\$100.00	\$1,200	
Mob/Demob Paving Machine	1	EA	\$1,200.00	\$1,200	

**Storm Drain Relocation Construction Cost =**

**\$28,975**

**STRUCTURAL**

<b>Demolition/Removals</b>				
Substation Concrete Foundation Removal	75	CY	\$250	\$18,750
Soil Removal and Disposal	200	CY	\$150	\$30,000
Guard post removals	31	EA	\$200	\$6,200
Fender Marginal Beam Upgrades	1	LS	\$50,000	\$50,000
Bollard Marginal Beam Upgrades	1	LS	\$250,000	\$250,000
Primary Marine Building Demo	1	LS	\$124,700	\$124,700
Secondary Marine Building Demo	1	LS	\$60,460	\$60,460

**Demolition/Removals Construction Cost = \$540,110**

**Construction**

Guard Posts	138	EA	\$1,000	\$138,000
Chain Link Fence	680	LF	\$51	\$34,680
Swing Gate	10	EA	\$460	\$4,600
Concrete foundations	320	CY	\$450	\$111,000
DWP Work	1	LS	\$400,000	\$400,000
CMB	120	CY	\$30	\$3,600
AC Pavement	1770	TON	\$90	\$159,300

**Structural Total Construction Cost = \$851,180**

**PARCEL H**

Backland Work - Grading and paving	1.5	acres	\$620,000	\$930,000
Storm Drain System	1	LS	\$272,000	\$272,000

**Parcel H Construction Cost = \$1,202,000**

**Backland Construction Cost = \$2,627,993**

<b>ELECTRICAL SYSTEMS COST ESTIMATE</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>SUBTOTAL COST</b>	<b>CONSTRUCTION TOTALS</b>
<b>AMP</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>SUBTOTAL COST</b>	
Demo and concrete work for AMP	5	EA	\$250,000	\$1,250,000	
Electrical work for AMP	5	EA	\$350,000	\$1,750,000	
B228 AMP Substation Switchgear Assembly	1	LS	\$800,000	\$800,000	
Installation of switchgear at B228	1	LS	\$300,000	\$300,000	
B230 AMP Substation Switchgear Assembly	1	LS	\$1,400,000	\$1,400,000	
Installation of switchgear at B230	1	LS	\$250,000	\$250,000	

**AMP Construction Cost = \$5,750,000**

**PARCEL H LED HMLP**

Concrete Foundation	1	LS	\$125,000	\$125,000
HMLP LED	1	LS	\$125,000	\$125,000
Trenching	500	LF	\$60	\$30,000
Conduit/Electrical	500	LF	\$20	\$10,000
Vaults	3	EA	\$5,000	\$15,000

**Parcel H HMLP Construction Cost = \$305,000**

**HMLP WIRING REPLACEMENT**

Material	1	LS	\$977,000	\$977,000
Labor	1	LS	\$471,000	\$471,000

**High Mast Pole Replacement Wiring Construction Cost = \$1,448,000**

**HLPS, YPS1, AND YPS2 UPGRADE**

Material - Switchboards	1	LS	\$400,000	\$400,000
Trenching	2700	LF	\$60	\$162,000
Conduit/Electrical from HLPS to YPS2	2100	LF	\$192	\$403,200
Conduit/Electrical from HLPS to YPS1	1100	LF	\$128	\$140,800
Vaults	9	EA	\$5,000	\$45,000

**HLPS, YPS1, and YPS2 Upgrade Construction Cost = \$1,151,000**

**MS-1 SUBSTATION**

Switchgear Equipment	1	LS	\$1,400,000	\$1,400,000
Conduit	900	LF	\$20	\$18,000
Maintenance Hole	2	LS	\$50,000	\$100,000
Wire	900	LF	\$128	\$115,200
Installation of Switchgear	1	LS	\$200,000	\$200,000

**MS-1 Substation Construction Cost = \$1,833,200**

**E-TRUCK PHASE II SUBSTATION 2 UPGRADES**

E-Truck Chargers Material	1	LS	\$1,200,000	\$1,200,000
Trenching	1000	LF	\$60	\$60,000
Conduit	2000	LF	\$10	\$20,000
Wire	4000	EA	\$16	\$64,000
Installation of Swithboard with Transformer	1	LS	\$200,000	\$200,000
DWP installation	1	LS	\$150,000	\$150,000
Installation of the Chargers	1	LS	\$100,000	\$100,000

**E-Truck phase II Substation 2 Upgrades Construction Cost = \$1,794,000**

**GENERATORS**

Generators for HMLP	1	LS	\$250,000	\$250,000
Generators for Substation 2	1	LS	\$300,000	\$300,000
Crane Cutover	1	LS	\$350,000	\$350,000
Generators for Sewer Pump Station - HPLS	1	LS	\$300,000	\$300,000

**Generators Construction Cost = \$1,200,000**

**Electrical Systems Construction Cost = \$13,481,200**

MECHANICAL SYSTEMS COST ESTIMATE	QUANTITY	UNITS	UNIT COST	SUBTOTAL COST	CONSTRUCTION TOTALS
<b>WATERLINE REPLACEMENT (2016 costs inflated to 2020)</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>SUBTOTAL COST</b>	
Mobilization and Demobilization	1	EA	\$46,794	\$46,794	
<b>Demolition</b>					
Sawcut AC	656	LF	\$5	\$3,070	
Demolish and dispose AC pavement	30	CY	\$76	\$2,281	
Remove CMB and haul off property	40	CY	\$21	\$842	
Trench	275	CY	\$222	\$61,125	
Remove reinforced concrete slab	10	CY	\$222	\$2,223	
Remove existing pipe	15	LF	\$11	\$158	
Concrete Boring 12"	2	EA	\$234	\$468	
Concrete Boring 6"	15	EA	\$199	\$2,983	
Excavate, remove, and dispose of hazardous soil	275	CY	\$129	\$35,388	
<b>Construction</b>					
Backfill soil	275	CY	\$41	\$11,260	
Compact backfill soil	275	ECY	\$47	\$12,868	
Shoring System	820	SF	\$14	\$11,511	
CMB from Department	40	CY	\$41	\$1,638	
AC Paving	60	TONS	\$123	\$7,370	
Slab on Grade 12" thick (170 SF x \$8 = \$1360)	170	SF	\$9	\$1,591	
3" Ductile Iron Pipe	2500	LF	\$47	\$116,986	
6" Ductile Iron Pipe	500	LF	\$76	\$38,020	
3" Tee	13	EA	\$877	\$11,406	
6" Tee	15	EA	\$1,263	\$18,952	
10" Tee	2	EA	\$2,714	\$5,428	
3" Gate valve	16	EA	\$2,503	\$40,056	
6" Gate valve	15	EA	\$2,808	\$42,115	
6" Pipe Flange	4	EA	\$2,433	\$9,733	
10" diameter sleeve	9	EA	\$456	\$4,106	
Thrust block	4	EA	\$503	\$2,012	
Vault	15	EA	\$351	\$5,264	
Pipe Hangers	300	EA	\$585	\$175,479	
<b>Water Vault Assembly</b>					
RPBP	13	EA	\$4,095	\$53,229	
Neptune meter less strainer	13	EA	\$1,843	\$23,953	
Chiksan Swivel	13	EA	\$753	\$9,794	
Jones Valve	13	EA	\$1,170	\$15,208	
Misc. Valves, fittings, bolt kits, anchors, restraints	13	EA	\$1,170	\$15,208	
<b>Labor</b>					
Installation of water assembly	13	EA	\$4,679	\$60,833	

**Waterline Replacement Construction Cost = \$849,354**

**Fire Hydrant Relocation (2017 costs inflated to 2020)**

<b>Demolition</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Cost</b>	<b>Subtotal Cost</b>
Remove Ex. Fire Hydrant	1	EA	\$3,375	\$3,000
Remove Ex. Gate Valve	1	EA	\$281	\$250
Remove Ex. Bollards (assumed 8-inch Diam.)	5	EA	\$562	\$2,500
Abandon Ex. 8" D.I Pipe (Cap Ends)	2	FT	\$141	\$250
Remove Ex. Concrete Pad (Assumed 6" Thick)	100	S.F	\$17	\$1,500
<b>Material</b>				
8" Ductile Iron Pipe	90.00	FT	\$169	\$13,500
6" Ductile Iron Pipe	14.00	FT	\$146	\$1,820
45° Elbows (8-inch)	6.00	EA	\$245	\$1,470
90° Elbows (8-inch)	2.00	EA	\$300	\$600
90° Elbows (6-inch)	1.00	EA	\$160	\$160
8-inch to 6-inch Pipe Reducer	1.00	EA	\$205	\$205
6" Gate Valve	1.00	EA	\$1,600	\$1,600
Fire Hydrant	1.00	EA	\$5,000	\$5,000
8ft tall x 12" Diam Bollards	4.00	EA	\$750	\$3,000
Thrust Blocks	10.00	EA	\$150	\$1,500
C10x15.3 Steel	4.00	EA	\$250	\$1,000
Sand	7.50	Tons	\$50	\$375
Asphalt Concrete Pavement (assumed 8-inches)	7.25	Tons	\$100	\$725
Crushed Misc. Base (assumed 8-inches)	3.70	C.Y	\$50	\$185
<b>Labor</b>				
Trench & Backfill (4ft depth)	100.00	FT	\$75	\$7,500
Fire Hydrant Installation	1.00	EA	\$1,000	\$1,000
Laying Pipe	104.00	FT	\$30	\$3,120
Bollard Installation	4.00	EA	\$250	\$1,000
Welding C10X15.3 Steel to Bollards	4.00	EA	\$250	\$1,000

**Fire Hydrant Relocation Construction Cost = \$52,260**

**Mechanical Systems Construction Cost = \$901,614**

**NON-PARTICIPATING WORK CONSTRUCTION COST = \$22,712,591**

## Capital Projects Report (Summary)

### Terminals

<i>Berths 90-93 World Cruise Center</i>	\$	2,219,456
<i>Berths 100-102 Development (China Shipping)</i>	\$	49,317
<i>Berths 121-131 Development (Yang Ming)</i>	\$	678,960
<i>Berths 135-147 Development (TraPac)</i>	\$	815,235
<i>Berths 171-181 Development (Pasha)</i>	\$	1,814,478
<i>Berths 212-224 Development (YTI)</i>	\$	2,978,219
<i>Berths 222-236 Development (EverPort)</i>	\$	6,146,116
<i>Berths 400-409 Development (Maersk)</i>	\$	78,704
<i>Marine Oil Terminal Engineering Maintenance Standards (MOTEMS)</i>	\$	7,224,362
<i>Miscellaneous Terminal Improvements</i>	\$	9,579,219
<b>TOTAL TERMINAL IMPROVEMENTS</b>	<b>\$</b>	<b>31,584,066</b>

### Transportation Projects

**TOTAL TRANSPORTATION PROJECTS** **\$ 10,020,061**

### Security Projects

**TOTAL SECURITY PROJECTS** **\$ 4,698,398**

### Public Access/Environmental Enhancements

<i>Port-wide Public Enhancements</i>	\$	3,093,221
<i>Los Angeles Waterfront</i>	\$	10,270,474
<i>Environmental Enhancements</i>	\$	177,692
<b>TOTAL PUBLIC ACCESS/ENVIRONMENTAL ENHANCEMENTS PROJECTS</b>	<b>\$</b>	<b>13,541,387</b>

### Maritime Services

<i>Harbor Department Facilities</i>	\$	7,684,905
<i>Miscellaneous Projects</i>	\$	8,445,764
<i>Unallocated Capital Improvement Program Fund</i>	\$	15,000,000
<b>TOTAL MARITIME SERVICES</b>	<b>\$</b>	<b>31,130,669</b>

**\*TOTAL CAPITAL IMPROVEMENT PROGRAM BUDGET (Including Salaries)** **\$ 90,974,581**

\* Excludes overhead, operating equipment and capitalization & allocated expenditures.

## Capital Projects Report (Detail)

### Terminals

#### **Berths 90-93 World Cruise Center**

Work will begin on escalator modernization and the installation of two new elevators at the Cruise Terminal this fiscal year. Close-out of the Alternative Maritime Power Upgrade project will be completed. \$ 2,219,456

#### **Berths 100-102 Development (China Shipping)**

The Draft Supplemental China Shipping Environmental Impact Report (EIR) is expected to be completed in late 2018. \$ 49,317

#### **Berths 121-131 Development (Yang Ming)**

Exterior weatherproofing work on the Yang Ming Administration Building and the Yang Ming EIR are expected to be completed in late 2018. \$ 678,960

#### **Berths 135-147 Development (TraPac)**

Final close-out of the Intermodal Container Transfer Facility (ICTF), Terminal Buildings and Main Gate, and the 72-acre automated backland development is scheduled for late 2018. \$ 815,235

#### **Berths 171-181 Development (Pasha)**

Construction work at the Pasha Terminal include 375 linear feet of concrete apron wharf restoration, refurbishment of 8 mooring bollards, replacement of approximately 3,700 square feet of timber deck, repair and replacement of bearing and fender piles, and electrical infrastructure improvements. \$ 1,814,478

#### **Berths 212-224 Development (YTI)**

Construction of improvements to the concrete wharf at Berths 214-220 and construction of fiber reinforced concrete pavement at the Berths 218-220 crane back reach area is scheduled to begin in late 2018. Close-out of the Berths 214-220 Redevelopment and the ICTF projects should be completed toward the end of 2018. \$ 2,978,219

#### **Berths 222-236 Development (EverPort)**

Construction will begin in early 2019 of the wharf and backland improvements which includes dredging, grading, paving, striping, lighting, electrical infrastructure for 3 additional cranes; Alternative Maritime Power (AMP) upgrades and retrofit; terminal infrastructure reconstruction which includes fixing pile cracks, concrete cracks, concrete delamination, rebar corrosion, replacement of the electrical infrastructure, and expansion of an existing substation which includes installation of 2 electrical charges and 3 electrical yard tractor chargers. \$ 6,146,116

#### **Berths 400-409 Development (Maersk)**

The repaving of approximately 40,000 square feet of area including the welding of a steel bar to expansion joint covers will be completed in late 2018. \$ 78,704

#### **Marine Oil Terminal Engineering Maintenance Standards (MOTEMS)**

Liquid Bulk Oil Cargo Handling Facilities are under the jurisdiction of the California State Lands Commission which mandates that liquid bulk oil facilities be in compliance with MOTEMS. Design of MOTEMS improvements at Berths 238-239 (PBF Energy), 167-169 (Shell), 163 (NuStar) and 164 (Valero) will be completed in Fiscal Year 2018/19. Construction will begin in early 2019 at Berths 238-239 (PBF Energy) and Berth 164 (Valero). Repair work at Berths 148-149 (Phillips 66) which includes wharf deck concrete repairs, structural concrete repairs of the wharf caps, beams, pipe supports, and landside bulkhead will begin in late 2018. Completion of repairs at Berths 163-164 (NuStar/Valero) including removal/replacement or repair of damaged structural wharf components will be completed in early 2019. \$ 7,224,362

#### **Miscellaneous Terminal Improvements**

The Berths 196-199 & 2000A Wharf Rehabilitation project, Berth 240 A, B & C Seawall Improvements, and the Rear Berths 147-151 Sanitary Sewer Rehabilitation Project will be completed in late 2018. \$ 9,579,219

**TOTAL TERMINAL IMPROVEMENTS** \$ 31,584,066

EXHIBIT C

Project Benefits

# Trade Corridor Improvement Fund Project Benefits Form

**Project Title:** Everport Terminal Berth Efficiency and Emission Reduction Project

**Project Category:** Port

**Project Type:** Port Container Terminal wharf (Existing) Improvement (including berth dredging)

**Outputs:** 1,500 lineal feet of wharf  
38,000 cubic yards of berth dredging

**Outcomes:** Outcome Performance Measure (suggested Indices)

Safety

Velocity

Potential reduction in import container vessel and overall terminal dwell time due to larger vessels being accommodated (concentration of volumes for larger vessel calls; detailed vessel simulation analyses yield nominal increase in total, annual cumulative vessel operating hours)

Potential increase in on-dock train lengths due to concentration of volumes for larger vessel calls will reduce terminal dwell time a certain portion of containers

Throughput

Increase in terminal capacity (and thus future annual throughput) by 297,000 TEU/year

Reliability

The potential increase in velocity as described above improves reliability

Congestion Reduction

Emissions Reduction

	PM <sub>10</sub>	PM <sub>2.5</sub>	NO <sub>x</sub>	SO <sub>x</sub>	CO	VOC
<b>Source Category</b>	<b>(lb/day)</b>					
<b>Alt. 4 (wharf only) with Mitigation - Year 2038</b>						
Ships: Main Propulsion Engines	104	98	1,920	96	784	477
Ships: Aux Engines and Boilers	56	52	803	137	200	80
AMP Electricity Use	2	2	16	7	8	0
Tugboats	1	1	58	0	132	10
<b>Subtotal</b>	<b>163</b>	<b>153</b>	<b>2,797</b>	<b>240</b>	<b>1,124</b>	<b>567</b>
<b>Alt. 1 (No Project) without Mitigation - Year 2038</b>						
Ships: Main Propulsion Engines	189	178	10,812	228	1,206	684
Ships: Aux Engines and Boilers	53	50	2,226	119	202	79
AMP Electricity Use	0	0	4	2	2	0
Tugboats	2	2	77	0	176	13
<b>Subtotal</b>	<b>244</b>	<b>230</b>	<b>13,119</b>	<b>349</b>	<b>1,586</b>	<b>776</b>
<b>Proposed Project vs No Project</b>						
<b>Emission Change</b>	<b>(81)</b>	<b>(77)</b>	<b>(10,322)</b>	<b>(109)</b>	<b>(462)</b>	<b>(209)</b>
<b>Difference (%)</b>	<b>-33%</b>	<b>-33%</b>	<b>-79%</b>	<b>-31%</b>	<b>-29%</b>	<b>-27%</b>
Notes/References: <a href="https://www.portoflosangeles.org/environment/public-notices/environmental-assessments-and-notices#archive">https://www.portoflosangeles.org/environment/public-notices/environmental-assessments-and-notices#archive</a> Tables 3.2-35 & 69 (see Attachment B)						