



City of Los Angeles Harbor Department

Proposed Annual Budget
Fiscal Year 2013 - 2014





PORT OF LOS ANGELES

PROPOSED

ANNUAL BUDGET

FISCAL YEAR 2013/2014

Los Angeles Board of Harbor Commissioners

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Contents

YEAR IN REVIEW.....	1
FINANCIAL SUMMARY.....	3
HARBOR REVENUE FUND REPORT.....	11
COMPARATIVE STATEMENT OF OPERATIONS.....	12
REPORT OF REVENUES.....	13
REPORT OF EXPENSES.....	14
MAJOR CAPITAL PROJECTS REPORT.....	15



Port of Los Angeles
(City of Los Angeles Harbor Department)

Fiscal Year 2013/14 Proposed Budget

We are America's Port® – the nation's #1 container port and the global model for sustainability, security and social responsibility.

YEAR IN REVIEW

In Calendar Year (CY) 2012, the Port of Los Angeles (the Port) retained its position as the #1 container port by volume in the United States as ranked by twenty-foot equivalent unit (TEU) volume, a distinction consecutively held since 2000.

During the year, the Port made significant progress on a number of fronts, including moving forward on several key projects as part of its ongoing Capital Improvement Program (CIP). It reached several important environmental milestones and gained ground on other Port programs focused on retaining its competitiveness both domestically and internationally. The Port's strong financial condition continues to be reaffirmed by its "AA" bond rating with a "stable" outlook – the highest rating given to a port without taxing authority. In April of 2012, the Port adopted its new five-year Strategic Plan, which outlines its long-term vision and three major result and focus areas for the coming years – Competitive Operations, Strong Relationships, and Financial Strength and to which the Port's proposed budget for next fiscal year is aligned.



CARGO VOLUME

Overall, container volume grew marginally with total annual TEUs increasing in CY 2012 from the prior year by 1.7 percent. The Port's import volume (of inbound loaded containers) increased by 25,567 TEUs or 0.6 percent to 4,093,051 TEUs in CY 2012, compared to 4,067,484 TEUs in CY 2011.

After experiencing a second consecutive year of record-setting exports in CY 2011, the Port saw export volumes (of outbound loaded containers) in CY 2012 inch down slightly to 2,043,019 TEUs, a decrease of 3.2 percent or 67,153 TEUs, compared to 2,110,172 TEUs the previous CY as the economy of East Asia, with China in particular, slowed.

Over the last five years exports have grown 15 percent as the Port worked on facilitating export opportunities.



Through its nationally recognized Trade Connect program, the Port continued to sponsor a number of small business workshops designed to introduce businesses to the resources needed to begin exporting their products. Port executives also participated in trade promotion events throughout Southern California.

ECONOMIC GROWTH AND DEVELOPMENT

Despite relatively flat TEU cargo volumes for CY 2012, the Port made significant progress on capital improvements to help ensure its growth over the long-term.

- **Main Channel Deepening** – The Port completed the final phase of its \$370 million Main Channel Deepening Project, in which the Port's main navigational channel and turning basins were deepened to 53-foot depths to accommodate the largest and most modern container ships. This single most important infrastructure improvement has been completed at a critical time, as international competition accelerates and as shipping lines transition to deeper draft and larger capacity ships.



Port of Los Angeles
(City of Los Angeles Harbor Department)

Fiscal Year 2013/14 Proposed Budget

- **West Basin Rail Yard** – In January 2013, the Port broke ground on a new \$137.7 million intermodal storage rail yard that will improve a vital link between the Port and the Alameda Corridor, as well as provide an improved connection to the nation’s freight network. The new yard will move cargo more safely and efficiently.
- **TraPac** - The Port approved \$127 million in construction contracts for two major projects that will advance modernization of TraPac’s marine container terminal. Improvements include new buildings, a state-of-the-art truck entrance and exit gates, as well as roadway improvements. The projects are part of a \$365 million expansion of TraPac’s terminal due to be completed in 2016.
- **APL** – In 2012, the Port certified the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) regarding the proposed expansion and redevelopment of American President Lines (APL) container terminal at Berths 302-306. This new construction will support future cargo throughput demand at the site.
- **Downtown Harbor Water Cut Project** – Work began on a \$21 million Downtown Harbor “water cut” to prepare land and infrastructure to accommodate future development of a new \$17.5 million waterfront town square and promenade, slated for completion in 2014.
- **City Dock 1** – The Port certified the EIR for this proposed 28-acre waterfront marine research facility to be located at the South end of the Port’s Main Channel. The first \$63 million phase calls for converting the



warehouse at Berth 57 into an educational and research facility where the Southern California Marine Institute (SCMI) would relocate. The second phase, estimated at \$353 million, calls for renovating Berths 58-60 into additional space for marine research and a marine science business park.

- **Ports O’ Call** – In July 2012, the Port issued a Request for Qualifications for commercial real estate developers interested in redeveloping the 30-acre, fully entitled Ports O’ Call property, envisioned as the retail-commercial focal point of the Port’s \$1.2 billion “L.A. Waterfront” Development Program. In February 2013, the Port agreed to enter into exclusive negotiations with the LA Waterfront Alliance regarding concepts and plans to redevelop the site.
- **Ghost Fish Public Art Display** – In December 2012, the Port unveiled its “Ghost Fish” sculpture and newly landscaped public plaza at the Southern Pacific Slip. The improvement allows for better public waterfront access for both pedestrians and vehicles. The sculpture is one of several public art displays installed in and around the Port as part of “LA Waterfront” revitalization efforts.

To facilitate Port construction in the future, the Los Angeles City Council passed a new ordinance in December 2012 to streamline permitting of Port construction projects. Major capital improvements targeted for Fiscal Year (FY) 2013/14 include the continued construction of Terminal Development Projects such as the TraPac Terminal Expansion, Transportation and Infrastructure Projects such as the Berth 200 Rail Yard, and Waterfront Development Projects such as the Downtown Harbor Project.

ENVIRONMENTAL LEADERSHIP

In CY 2012, the Port continued to prove that economic growth and environmental sustainability can be accomplished simultaneously.



Port of Los Angeles
(City of Los Angeles Harbor Department)

Fiscal Year 2013/14 Proposed Budget

Concentrations of elemental carbon in the Port area air fell in CY 2012 to the lowest levels since the Port began collecting data in 2005. Elemental carbon was down by 72 percent in Wilmington compared to CY 2006, the first full year of monitoring data collected. The Port's San Pedro monitoring station also showed a significant decrease of 61 percent. These drops in elemental carbon happened even as cargo volumes edged up slightly in CY 2012. Elemental carbon at both the Wilmington and San Pedro monitoring stations were 39 and 18 percent lower, respectively, than in CY 2011.

Early in CY 2012, the Port also marked a major milestone in its Clean Truck Program, which required all trucks calling at the Port to meet the toughest environmental standards in the nation by January 1, 2012. The Port exceeded the goal of reducing harmful emissions from trucks alone by at least 80 percent; the program resulted in more than 16 thousand non-compliant trucks being taken off the road. Studies show that since 2005, emissions from trucks alone have been reduced dramatically, including a 92 percent reduction in sulfur oxides, an 89 percent reduction in diesel particulate matter, and a 77 percent reduction in nitrogen oxides – the primary pollutants associated with smog and asthma.

Other environmental accomplishments for the Port in CY 2012 included becoming the first seaport in North America and the Pacific Rim to adopt an Environmental Ship Index, an international clean air program that rewards ocean carriers for bringing their newest and cleanest vessels to the Port. The new Los Angeles Port Police Headquarters Building was also successfully certified at the gold level for Leadership in Energy and Environmental Design (LEED) by the U.S. Green Building Council. The Port



received several environmental awards during the year, including the "California Air Quality Award for 2012" from the Coalition for Clean Air, a top honor recognizing the Port for its environmental leadership and Clean Truck Program.

FY 2013/14 FINANCIAL SUMMARY

The \$1.1 billion Proposed Budget for FY 2013/14 supports the Port's strategic priorities to remain competitive and financially strong while strengthening relationships despite low projected cargo volume growth. It includes an Operating Budget that is reduced slightly from the current FY 2012/13 Adopted Budget despite minimal growth in operating revenues based on the rate of inflation and a proposed tariff increase. While total operating expenses are lower, though with higher amounts for employee benefit contributions and salaries, there is a significant increase in the proposed CIP, which is over 80 percent higher than the current FY 2012/13 estimate. Given that the majority of proposed capital projects have moved out of the environmental review and design phases, this increased funding is appropriate to support the increased costs of actual construction.

The Proposed Budget includes \$451.9 million for Capital, \$236.2 million as the Unappropriated Balance, \$209.1 million in Operating Expenses, \$130.1 million in Restricted Cash/Future Commitments, and \$43.8 million in Debt Repayments/Non-Operating Expenses. Of the total proposed capital spending, \$399.9 million is for the CIP, which is the major budget driver and strategic priority in supporting the Port's objective to develop and maintain world class infrastructure. Additionally, the results of the Proposed Budget exceeds the Board of Harbor Commissioners (Board)-approved financial policy requirements to maintain minimum levels of cash reserves and debt service coverage and is projected to result in a 6.6 percent year-on-year increase in operating income and a 6.4 percent increase in net income. In FY 2013/14, 8,574 direct and indirect jobs are also projected to be created, of which 6,870 are attributed to capital spending.

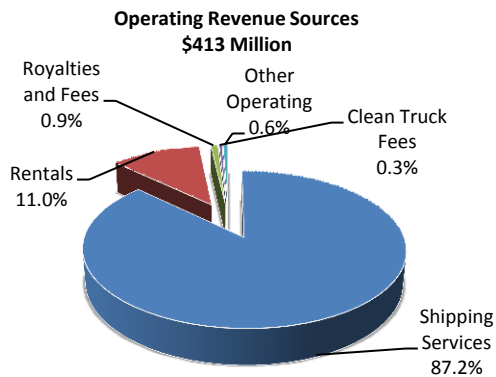


Fiscal Year 2013/14 Proposed Budget

OPERATING BUDGET

• Operating Revenues

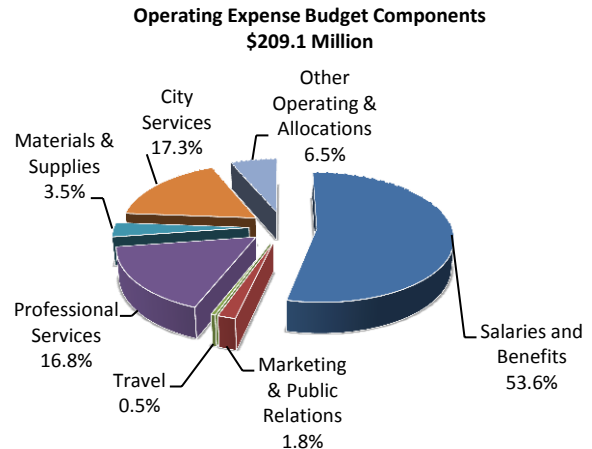
The total projected Operating Revenues for FY 2013/14 of \$413.0 million is projected to be 3.1 percent higher relative to anticipated operating receipts for FY 2012/13. This increase results from cargo volumes for FY 2013/14 that are projected to be slightly higher at 7.9 million TEUs versus current FY 2012/13 estimates of 7.8 million TEUs. This rise in volume is projected despite a shift in one ship line to the Port of Long Beach that began in the latter part of CY 2012, which is partly offset by another ship line's move to the Port from the Port of Long Beach. In addition, slightly improving economies around the Pacific Rim and domestically are anticipated to drive some of the growth.



Additionally, the Port is proposing a general rate increase tying increases to the Port's Tariff No. 4 rates to annual increases in the Consumer Price Index (CPI) for Western Urban areas; any increase is subject to Board approval each year. As a result, Shipping Services revenue, the primary driver of Port revenues, is anticipated to be 2.9 percent higher at \$360.1 million compared to the FY 2012/13 estimate of \$350.0 million. Other Operating Revenues are projected to increase by 58.0 percent or \$1.5 million compared to the FY 2012/13 Adopted Budget and 46.0 percent or \$1.2 million over full FY 2012/13 estimates, primarily for reimbursements from tenants for AMP (Alternative Marine Power) electricity expenses.

• Operating Expenses

Total proposed Operating Expenses of \$209.1 million are lower than the FY 12/13 Adopted Budget by 1.9 percent or \$4.0 million, primarily due to the timing of community benefit payments and higher overhead allocations to capital, partially offset by higher Salaries & Benefits due to pension and health contribution rate increases and upward salary adjustments required under Memoranda of Understanding. Compared to FY 2012/13 estimates, proposed Operating Expenses are slightly lower, primarily due to lower provisions for remediation, partially offset by higher professional services for cruise terminal operations, legal and environmental services and Salaries & Benefits as previously discussed.



Authorized positions are proposed to remain flat at 994, with a 4 percent attrition factor included in the budget for an average headcount of about 954. Four vacant positions were eliminated and replaced with four new strategically proposed positions to augment Real Estate, Construction & Maintenance, and Communications operations.

• Non-Operating Revenues and Expenses

Both Non-Operating Revenues and Expenses are expected to be lower than both the Adopted Budget and current FY estimates due to the expiration of



Port of Los Angeles
(City of Los Angeles Harbor Department)

Fiscal Year 2013/14 Proposed Budget

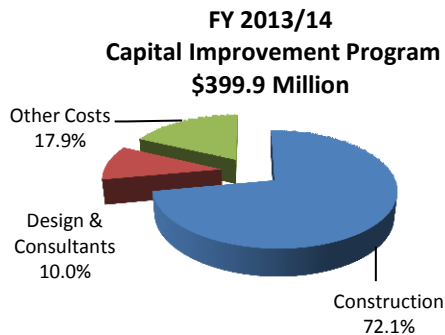
pass-through grant funding at the end of the current FY. Through this program, the Port acts as the administrator of grant funds on behalf of tenants that utilize the funding for such programs as TWIC (Transportation Worker Identification Credential).

CAPITAL BUDGET

To meet the future needs of the Port and to enhance job creation and economic development, a Capital Budget of \$451.9 million is proposed, which includes expenditures for projects that have been approved, those pending approval and proposed equipment purchases. The components of the Capital Budget include: \$399.9 million in CIP projects, \$42.2 million for capitalized interest and allocations to capital for overhead, and \$9.8 million for capital equipment. The proposed CIP spending is the highest in the history of the Port.

- **Capital Improvement Program**

The Proposed CIP Budget for FY 2013/14 is \$399.9 million, including \$22.5 million in labor expenses for Port staff working on capital projects. The CIP is proposed to be 40.0 percent or \$114.2 million higher than the \$285.7 million FY 2012/13 Adopted Budget and 83.1 percent or \$181.5 million higher than FY 2012/13 estimates of \$218.4 million.



With its sights set on the future, the Port continues to ramp up its CIP in FY 2013/14 with its most ambitious construction plan to date. Over 72 percent of CIP dollars are dedicated to new and ongoing construction at sites throughout the Port, while the remaining 28 percent are for other

expenses including in-house labor, outside consulting services, materials, supplies, and insurance. Approximately 95 percent of the CIP budget is devoted to revenue generating (terminal and transportation) projects, with the remaining to community, security and maritime support projects. The completion of projects throughout FY 2013/14 will ensure the Port's commitment to comply with new environmental regulations, create attractive public spaces on the waterfront, and to deliver world-class infrastructure to terminal operators as they compete for today's global trade.

- **Terminal Development Projects**



In FY 2013/14, 64 percent of the CIP Budget or \$256.6 million is earmarked for terminal development projects.

At the TraPac Terminal, \$99.3 million has been funded for a variety of expansion projects including \$28.1 million for construction of a new main gate and administrative buildings, \$61.6 million for backland improvements, including the installation of automatic stacking crane infrastructure necessary to support future terminal automation, \$9.1 million for construction of a new Intermodal Container Transfer Facility to provide on-dock rail capabilities for the terminal, and \$500 thousand for other terminal improvements.

Substantial construction also continues at the China Shipping Terminal with \$35.6 million in construction



**Port of Los Angeles
(City of Los Angeles Harbor Department)**

Fiscal Year 2013/14 Proposed Budget

dollars for a \$41.5 million total budget. Project components primarily include \$12.4 million for the completion of 375 linear feet of expanded wharf and an AMP installation at Berth 100; \$27.9 million for the development and construction of new backlands; and \$804 thousand for the design of marine operations and crane maintenance buildings.

To comply with the California Air Resources Board's new shore power regulations beginning on January 1, 2014 at all major container terminals throughout the state, six AMP installations are scheduled for completion in FY 2013/14 for a total budget of \$95.8 million including: \$35.3 million at APMT, \$27.1 million at APL, \$12.0 million at YTI, \$10.7 million at Yang Ming, \$8.8 million at Evergreen, and \$1.9 million at China Shipping.



In accordance with the Port's Strategic Plan and pursuant to requirements of the State Lands Marine Oil Terminal Engineering Maintenance Standards (MOTEMS), \$8.2 million has been funded for the audit, design, and construction of required upgrades at liquid bulk oil cargo handling facilities throughout the Port. As part of the MOTEMS program, the final construction of a new system of catwalk structures and a concrete mooring point at the Exxon Mobil Facility located at Berth 239 are funded in the amount of \$1.8 million.

- **Waterfront Development Projects**

About 8 percent of the Proposed CIP Budget or \$31.1 million is funded for L.A. Waterfront Projects. Construction of the Downtown Harbor will be completed in FY 2013/14 as \$20.9 million has been funded for the project including \$20.1 million to construct a new waterfront promenade, plaza, and town square.

Funding is also budgeted for the planning and design of the City Dock No. 1 Urban Marine Research Center and the Front Street Beautification project.

- **Transportation and Infrastructure Projects**

Approximately 32 percent of the Proposed CIP Budget or \$126.1 million is for transportation improvement projects.

Construction of the Berth 200 Rail Yard began in FY



2012/13, and will be in full swing, with over \$60.2 million budgeted for the project in FY 2013/14. The Berth 200 Rail Yard is a pivotal piece of the Port's overall goods movement plan as it facilitates more fuel-efficient, faster, and safer rail operations throughout the Port complex.

At the South Wilmington Grade Separation project, construction also continues at a budgeted amount of \$33.2 million. Once completed, this project will provide unimpeded grade-separated vehicular access to businesses throughout Mormon Island and the Wilmington Waterfront, while at the same time allowing public safety vehicles unobstructed entrance to the area.

Other transportation projects funded in FY 2013/14 include the completion of Terminal Island Street Improvements, and Avalon/Fries Street Closures Environmental Assessment, and design and construction of both the I-110/SR 47 Connector Improvements and the John S. Gibson Intersection & NB I-110 Ramp Access Improvements.

- **Security Projects**

Two percent or \$8.7 million has been budgeted in the proposed budget for security projects. Specifically, \$5.3 million is funded for the POLA Fiber



Port of Los Angeles
(City of Los Angeles Harbor Department)

Fiscal Year 2013/14 Proposed Budget

Optic Phase II project, which will enhance the interconnectivity of vital security information throughout the San Pedro Bay Port complexes. Additional security projects funded in FY 2013/14 include the IT Cyber Security Improvements Phase I, Port Police Tactical Radio Communications Improvements, the Port Police Interoperable Communications System, and completion of the Port Police K9 and 705 N. Front Street Inspection facilities.

STRATEGIC INITIATIVES HIGHLIGHTS

In addition to delivering critical terminal and infrastructure projects through the execution of the CIP, the Port's Operating Budget supports a number of initiatives aligned with its Strategic Plan. Among the highlights include:

- **Business Development**

In light of increasing global competition, the Port aims to protect and grow its business. Currently an updated Business and Trade Development Plan is being developed to serve as a roadmap detailing the action steps required to ensure that the Port remains a leader in helping to process the flow of international trade.

To achieve this goal, the Port will increase promotional programs to existing direct and indirect customers as well as potential new customers and highlight its world-class facilities and easy access to superior logistical networks throughout the Los Angeles region. This includes outreach to the beneficial cargo owners, the business entities primarily responsible for the cargo movement so critical to Port business. These include major retailers and other stakeholders along the distribution chain. It is vital to increase the awareness of the Port of Los Angeles as a brand, and provide key information to decision makers both domestically and internationally. Another key factor to protecting and growing business is to enhance the efficiency of doing business at Port facilities. While the Port has limited ability to affect terminal operations directly, staff can assist the industry in

determining problem areas of concern that can be shared with other industry partners to create collaborative and innovative solutions.

In order to develop and enhance export opportunities through the Port of Los Angeles gateway, the Port has also partnered with other professional and governmental agencies specializing in and supporting the export of U.S. goods. Its Trade Connect program, with \$66.4 thousand in funding for FY 2013/14, introduces new-to-export and small to medium sized businesses to the basic resources they need to sell their products abroad. Currently, approximately 85 percent of all California businesses do not export. Assisting businesses to begin exporting helps them diversify and expand into new markets while also boosting the local economy.

- **Planning and Economic Development**

The Port remains a major job-generator and a driver of the region's economy. The Port's CIP, for example, will create approximately 6,870 indirect jobs during the next fiscal year, while the Operating Budget is anticipated to support approximately 1,704 direct and indirect jobs.

The newly updated Port Master Plan focuses on optimizing land use throughout the Port by expanding water dependent, revenue generating activities and redeveloping low performing and unused assets. The Proposed Budget includes \$100 thousand in professional services funding to help implement the redevelopment of Ports O' Call Village. Working with the selected developer, the Port will realize the vision of a revitalized San Pedro Waterfront that will create construction jobs as well as permanent retail positions.

PortTechLA, a maritime technologies development center designed to identify emerging technologies and contribute to incubating new businesses from those technologies, will again have funding within the Proposed Budget of \$150 thousand. PortTechLA continues to attract and mentor companies developing technologies that will enable the Port,



Port of Los Angeles
(City of Los Angeles Harbor Department)

Fiscal Year 2013/14 Proposed Budget

and ports worldwide, to meet immediate and future environmental, energy, security, and logistic goals. Over the past year, the number of clients has increased from nine to eleven, and it is anticipated that these companies will create new green collar jobs in the region and support the Port's strategic commitment to advance technology and sustainability.



• Environmental Initiatives and Programs

The environmental initiatives in the Port support the goal of developing, constructing, and operating new projects and existing facilities in an environmentally responsible and sustainable manner. The Port is committed to its environmental programs and has budgeted over \$15.3 million in FY 2013/14 for these purposes.

The San Pedro Bay Port's Clean Air Action Plan (CAAP), which targets major sources of air emissions at the Port, continues to guide many of the strategies to reduce air emissions, and promotes the development of innovative, yet viable technology to enhance environmental quality in the area. Incentive programs include the Vessel Speed Reduction Program (\$2.0 million), Technology Advancement Program (\$1.5 million), Environmental Shipping Index (\$450 thousand), and the Marina Engine Exchange Program (\$50 thousand). While only in its second year, the Marina Engine Exchange Program has been successful by working directly with boat owners in eliminating the oldest, dirtiest engines from marina-berthed vessels.

A central element of the CAAP, the Clean Truck Program is funded at \$1.7 million for the administration of concession and grant agreements, enforcement, data collection and analysis, outreach,

and other support services. Another \$1.8 million supports other air quality and climate change measures, including zero emission technologies, emission inventories and air monitoring.

As a landlord port, the operations and activities of our tenants are managed on a daily basis by Port staff. The budget includes \$2.1 million in funding to provide compliance assessments of tenant facilities and operations, technical and regulatory guidance and support to customers, management of emergency response to releases and illegal dumping on Port property, required compliance with laws and regulations regarding management and disposal of hazardous wastes and regulated materials, and performance of baseline assessments to establish existing environmental conditions prior to leasing Port properties. Under remediation guidelines, the Port has set aside almost \$3.6 million in remediation work for the management of pollution prevention activities.

The Water Resources Action Plan (WRAP) aims to target the remaining water and sediment pollution sources in the San Pedro Bay. The control measures in the WRAP include: land use discharge, on-water discharges, sediments, and watershed discharges. In FY 2013/14, approximately \$1.2 million is earmarked for the implementation of the WRAP, regulatory compliance efforts, and biological resource management. The budget also includes \$1.9 million for technical work to support implementation of the adopted Total Daily Maximum Load requirements.

Over \$900 thousand is budgeted for cultural resource assessments, non-EIR environmental clearances and for the management of project mitigation monitoring and reporting.

• Community Investments

Support for the local communities of San Pedro and Wilmington remains an important part of the Port's focus in the coming fiscal year. Portions of the Port's operating and capital budgets fund approximately \$61.4 million in a wide range of local

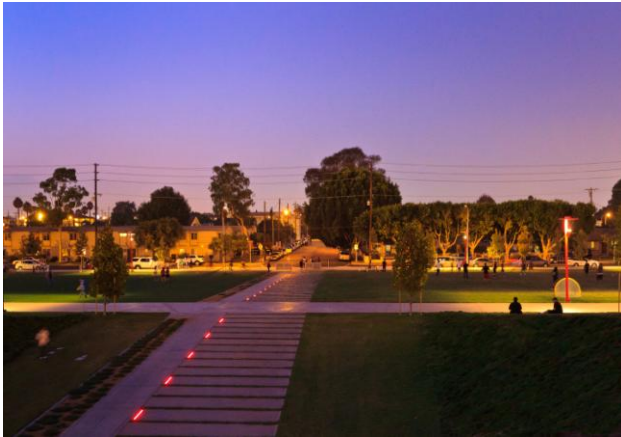


**Port of Los Angeles
(City of Los Angeles Harbor Department)**

Fiscal Year 2013/14 Proposed Budget

events and organizations, and also support the construction and maintenance of recreational and other public use facilities throughout the Los Angeles harbor area. Community outreach engagement includes providing support to local youth and community organizations, along with hosting or sponsoring an array of public programs and events of interest to the surrounding communities.

The Port's Operating Budget also funds items that are critical to public safety, including fire and police services. In addition to these essential safety sensitive services, the Port also supports the operation and maintenance of local recreational facilities including the 22nd Street Park, Wilmington Waterfront Park, Maritime Museum, Point Fermin Lighthouse, and the Cabrillo Beach Marina.



Wilmington Waterfront Park

- **Port Security**

In accordance with the Port's Strategic Plan to develop and maintain world class infrastructure, the Port will continue its operation of the Maritime Law Enforcement Training Center (MLETC). A first-of-its-kind in the country, the MLETC was developed in partnership with the State of California Emergency Management Agency and the U.S. Department of Homeland Security. The Center was specifically designed to provide state and local law enforcement personnel with the maritime skill sets required to

police waterways throughout the country. The course offerings are based on Federal Law Enforcement Training Center (FLETC) curricula and have been jointly developed by the Los Angeles County Sheriff's Department, Los Angeles Port Police, Long Beach Police Department, Los Angeles Police Department, and FLETC staff. Initial funding for course development and facility upgrades was provided through state and federal grants. It is the Port's goal for the MLETC to be self-sustaining, with continued funding provided by a combination of student tuition and grant funds. More information about MLETC may be found on the Port's website at: <http://www.portoflosangeles.org/security/mleetc.asp>

To ensure resiliency to adapt and recover quickly and flexibly in the event of a disaster or other disruption to operations, emergency management training to the Port's Board members, senior management, managers and staff will also continue into next fiscal year.

- **Communication and Employee Development**

Increasing stakeholder and community awareness and support continue to be areas of focus. The Port has budgeted approximately \$3.8 million for public relations efforts which will actively leverage internal production capabilities and online communication channels to broaden our stakeholder base while promoting the "L.A. Advantage". These outreach efforts will help to keep the Port competitive in an always increasingly complicated economic environment.

Ongoing programs such as tuition reimbursement, staff leadership training, coaching and development remain an important part of the Port's budget in FY 2013/14. Approximately \$1.3 million is included in the Proposed Budget for those employee benefits which are aimed at strengthening the Port's positive workplace culture. With dedicated employees at its foundation, the Port's employee recognition and other development programs help to foster strong relationships and effective internal communication.



**Port of Los Angeles
(City of Los Angeles Harbor Department)**

Fiscal Year 2013/14 Proposed Budget

- **Grants Management**

Led by the strategic priorities to remain competitive and fiscally strong, in FY 2013/14 the Port will continue to seek alternative sources of revenue by pursuing both traditional (e.g. Federal, State, and Local) and non-traditional (e.g. foundations and endowments) grants to fund construction, environmental, economic and community development, transportation, infrastructure, and security initiatives. The Port also intends to spend approximately \$7.0 million in grant funding for the maintenance, upgrade, and replacement of existing equipment and systems in FY 2013/14. The Port has applied or intends to apply for additional grant money for the L.A. Waterfront development and the Electric Yard Tractor Demonstration Project.

Approximately \$3.0 million in grant applications are currently in the pipeline for such projects. These projects will contribute toward the creation of additional jobs and some will continue efforts to improve the environment.

The Port continues its efforts to secure approximately \$400.0 million in grant funding for projects such as the West Basin Rail Yard Infrastructure, the TraPac Terminal, the I-110 Freeway Connector Improvements, the Port-wide Fiber Optics Infrastructure, the Goods Movement Emission Reduction program and the Urban Areas Security Initiatives. In aggregate, in FY 2013/14 the Port anticipates approximately \$121.1 million in grant receipts including \$114.6 million for capital projects and equipment, \$5.0 million for pass-through grant funds, and approximately \$1.0 million to fund operating expenses.

- **Process Improvement**

The implementation of the Port's new Enterprise Resource Planning (ERP) system in October 2012 replaced its legacy main frame based financial system. The integration of multiple financial models within the new ERP system brings forth process improvements and allows for improved financial reporting and controls while also providing quick

access to real-time data. Currently in its second phase of implementation, the Port will continue to add functions to further enhance the efficiencies and integration that an ERP system provides. These efforts are anticipated to continue into next FY.

Under the Port's Management Audit Plan, a Process Compliance Audit Program commenced in the current FY and will continue into the next, assessing compliance among all Port divisions. In addition to ensuring compliance with internal controls, policies and procedures, the program will identify potential process improvements within and across divisions to mitigate risks.

CONCLUSION

The Port of Los Angeles is America's premier port and has a strong commitment to developing innovative, strategic, and sustainable operations that benefit the economy as well as the quality of life for the inhabitants of the City of Los Angeles, the State of California, and the nation. With competitive threats on both the domestic and international fronts, the Port has established strategic initiatives to remain competitive and retain cargo volumes. Aligned with its Strategic Plan and with the highest proposed CIP spending in its history, the Port of Los Angeles remains financially strong and secure in its position as the leading seaport in North America in terms of shipping container volume and cargo value.



***The Port of Los Angeles
A Cleaner Port, A Brighter Future***

Harbor Department, City of Los Angeles
Fiscal Year 2013/14 Proposed Annual Budget

HARBOR REVENUE FUND REPORT

RECEIPTS AND CASH

Actual FY 2011/12	Adopted Budget FY 2012/13	Estimated FY 2012/13	Description	Proposed Budget FY 2013/14
\$ 400,333,921	\$ 363,171,888	\$ 444,354,763	Unrestricted Funds Available	\$ 420,895,678
169,603,014	161,429,665	120,821,365	Restricted Funds (1)	105,830,054
569,936,935	524,601,553	565,176,128	Total Cash Available	526,725,732
409,787,021	398,591,936	400,564,134	Operating Receipts	413,033,965
25,503,828	30,938,343	28,171,791	Non-Operating Receipts	16,354,477
		38,300,000	Net Capital Grant Receipts	115,000,000
\$ 1,005,227,783	\$ 954,131,832	\$ 1,032,212,053	Total Receipts & Cash	\$ 1,071,114,174

APPROPRIATIONS

Actual FY 2011/12	Adopted Budget FY 2012/13	Estimated FY 2012/13	Description	Proposed Budget FY 2013/14
\$ 104,910,123	\$ 108,220,621	\$ 107,925,621	Salaries and Benefits	\$ 112,112,919
3,380,249	3,614,245	3,434,096	Marketing & Public Relations	3,834,315
991,145	925,419	861,781	Travel Expenses	963,152
29,426,076	35,216,511	33,006,975	Outside Services	35,054,515
6,716,754	7,635,070	7,637,575	Materials & Supplies	7,390,317
34,057,719	36,149,991	36,173,818	City Services	36,245,805
(11,822,270)	(9,000,000)	(12,084,092)	Allocations to Capital	(12,235,019)
32,146,033	30,290,200	32,247,576	Other Operating Expenses (2)	25,719,473
199,805,829	213,052,057	209,203,350	Total Operating Expenses	209,085,477
33,064,337	28,605,116	27,646,527	Non-Operating Expenses (3)	17,601,330
232,870,166	241,657,173	236,849,877	Total Operating Budget	226,686,807
43,926,291	46,358,194	42,034,146	Capitalized & Allocated Expenditures	42,187,328
0	0	0	Land & Property Acquisition	0
14,006,790	8,611,532	8,251,532	Equipment	9,817,304
139,141,764	285,705,381	218,350,766	Construction & Capital Improvement	399,913,430
197,074,845	340,675,107	268,636,444	Total Capital Budget	451,918,062
429,945,011	582,332,280	505,486,321	Total Operating & Capital Budget	678,604,869
10,106,644	(68,747,218)	26,235,000	Balance Sheet Transactions (4)	26,235,000
440,051,655	513,585,062	505,486,321	Total Regular Budget	704,839,869
	32,016,231		Future Commitments	32,015,000
440,051,655	545,601,293	505,486,321	Total Adjusted Budget	736,854,869
120,821,365	148,196,259	105,830,054	Restricted Cash	98,085,765
444,354,763	260,334,279	420,895,678	Unappropriated Balance/Carried Forward (5)	236,173,540
\$ 1,005,227,783	\$ 954,131,832	\$ 1,032,212,053	Total Harbor Department Budget	\$ 1,071,114,174

Note: Rounding of figures may occur.

- (1) Includes Construction Fund, Debt Service Reserve Fund, China Shipping Funds, Community Mitigation Fund-Trapac, Clean Truck Fund, etc.
- (2) Includes equipment rental maintenance, equipment rental, memberships & subscriptions, and taxes & assessments.
- (3) Includes interest expenses, commercial paper liquidity provider fees, debt issuance costs, bond counsel fees, and debt related advisory fees.
- (4) Includes capital related grant receipts principal repayments on bonds & notes, cash payments on employees' retirement & health benefits, transactions related to restricted funds, and reversals of non-cash items.
- (5) Represents the net amount of the total Unrestricted Cash Fund and Future Commitments as of June 30, 2014.

Harbor Department, City of Los Angeles
Fiscal Year 2013/14 Annual Budget (Proposed)
COMPARATIVE STATEMENT OF OPERATIONS

	Adopted Budget FY 2012/13	Proposed Budget FY 2013/14
Operating Revenues		
Shipping Services	\$ 347,497,907	\$ 360,127,601
Rentals	45,173,820	45,376,541
Royalties and Fees	2,924,989	2,038,767
Clean Truck Fees	500,004	1,549,711
Other Operating	2,495,216	3,941,345
	<hr/>	<hr/>
Total Operating Revenues	398,591,936	413,033,966
	<hr/>	<hr/>
Operating Expenses		
Salaries & Benefits (net of capitalization)	108,220,621	112,112,919
Marketing and Public Relations	3,614,245	3,834,315
Travel	925,419	963,152
Outside Services	35,216,511	35,054,515
Materials & Supplies	7,635,070	7,390,317
City Services	36,149,991	36,245,805
Allocations to Capital	(9,000,000)	(12,235,019)
Other Operating Expenses	30,290,200	25,719,473
	<hr/>	<hr/>
Total Operating Expenses	213,052,057	209,085,477
	<hr/>	<hr/>
Income from Operations before Depreciation	185,539,879	203,948,488
	<hr/>	<hr/>
Depreciation	98,600,608	110,250,000
	<hr/>	<hr/>
Income from Operations	86,939,271	93,698,488
	<hr/>	<hr/>
Non-Operating Revenues	30,938,343	16,354,478
Non-Operating Expenses	28,605,116	17,601,330
	<hr/>	<hr/>
Net Income	\$ 89,272,498	\$ 92,451,636
	<hr/> <hr/>	<hr/> <hr/>

HARBOR DEPARTMENT, CITY OF LOS ANGELES
FISCAL YEAR 2013-14 ANNUAL BUDGET (PROPOSED)

REPORT OF REVENUES - REPORT 201

REPORT OF REVENUES (3-DIGIT) REPORT #201	ACTUALS FY 2011-12	ADOPTED FY 2012-13	ESTIMATE FY 2012-13	BUDGET FY 2013-14
410 - Dockage	4,812,630	5,421,494	4,739,429	4,903,504
411 - Wharfage	332,677,608	323,062,687	325,409,218	334,695,769
412 - Storage				
413 - Demurrage	230,207	217,174	230,281	235,839
414 - Pilotage	7,131,285	7,515,856	7,109,980	7,342,273
415 - Assignment Charges	11,784,780	11,280,696	11,805,386	12,095,216
417 - Lay Day Fees	1,080,000		621,989	855,000
41 - Shipping Services	357,716,511	347,497,907	349,916,282	360,127,601
420 - Land Rentals	40,127,119	41,987,264	41,956,426	42,706,491
421 - Wharf & Shed	326,651	1,257,560	741,404	742,879
422 - Building Rentals	1,252,234	490,200	490,204	490,204
423 - Warehouse Rentals	1,436,505	1,438,796	1,436,604	1,436,966
42 - Rentals	43,142,509	45,173,820	44,624,638	45,376,541
430 - Fees, Concessions, & Royalties	5,115,981	3,269,687	3,150,909	3,414,435
431 - Oil Royalties	164,381	155,306	171,471	174,043
43 - Royalties & Fees	5,280,362	3,424,993	3,322,380	3,588,478
490 - Other Operating Revenue	3,647,640	2,495,216	2,700,833	3,941,345
49 - Other Operating Revenue	3,647,640	2,495,216	2,700,833	3,941,345
Total Operating Revenues	409,787,021	398,591,936	400,564,133	413,033,966
710 - Interest Income - Cash Equivalent	5,969,027	5,510,250	6,103,314	5,970,549
71 - Interest Income	5,969,027	5,510,250	6,103,314	5,970,549
720 - Interest Income - Notes	684,942	545,272	545,272	401,285
72 - Interest Income - Notes	684,942	545,272	545,272	401,285
730 - Interest Income - Bonds	1,459,710	200,000	812,245	950,644
73 - Interest Income - Bonds	1,459,710	200,000	812,245	950,644
740 - Investment Income	3,223,328	1,800,000	1,400,000	1,400,000
74 - Investment Income	3,223,328	1,800,000	1,400,000	1,400,000
760 - Non-Operating Revenue	9,131,837	22,882,821	17,365,961	6,032,000
76 - Non-Operating Revenues	9,131,837	22,882,821	17,365,961	6,032,000
790 - Other Non-Operating Revenue	5,034,984		1,945,000	1,600,000
79 - Other Non-Operating Revenues	5,034,984		1,945,000	1,600,000
Total Non-Operating Revenues	25,503,828	30,938,343	28,171,792	16,354,478
Report 201 Total	435,290,849	429,530,279	428,735,925	429,388,444

HARBOR DEPARTMENT, CITY OF LOS ANGELES
FISCAL YEAR 2013-14 ANNUAL BUDGET (PROPOSED)

REPORT OF EXPENSES - REPORT 202

REPORT OF EXPENSES (3-DIGIT) REPORT #202	ACTUALS FY 2011-12	ADOPTED FY 2012-13	ESTIMATE FY 2012-13	BUDGET FY 2013-14
510 - Salaries - Regular	58,839,491	62,070,779	62,693,105	62,874,280
511 - Salaries - Overtime	4,897,314	4,649,601	4,680,122	4,519,335
516 - Employee Benefits	39,455,879	39,540,547	38,537,963	42,733,426
517 - Paid Employee Benefits	1,717,438	1,959,694	2,014,431	1,985,878
51 - Salaries and Benefits	104,910,123	108,220,621	107,925,621	112,112,919
520 - Advertising & Public Relations	2,876,290	3,070,245	2,890,096	3,290,315
521 - Domestic Trade Representative	81,946	85,000	85,000	85,000
522 - Foreign Trade Representative	422,013	459,000	459,000	459,000
52 - Marketing & Public Relations	3,380,249	3,614,245	3,434,096	3,834,315
530 - Domestic Travel	621,551	388,969	355,301	432,727
531 - Foreign Travel	308,725	447,750	423,000	444,650
532 - Local Travel	60,870	88,500	83,480	85,775
533 - Credit Card Charges		200		
53 - Travel Expenses	991,145	925,419	861,781	963,152
540 - Maintenance Services	5,483,964	6,872,296	6,106,187	6,459,322
541 - Office Equipment Maintenance Services	1,995,570	3,486,673	3,499,130	2,969,806
542 - Miscellaneous Professional Services	18,901,184	20,638,722	19,945,968	21,350,946
543 - Data Processing Services	2,229,933	2,639,000	2,386,762	2,348,250
544 - Financial Services	782,517	1,579,820	1,068,928	1,926,191
545 - Construction Services	32,908			
54 - Outside Services	29,426,076	35,216,511	33,006,975	35,054,515
550 - Maintenance & Other Supplies	4,160,060	4,410,213	4,476,492	4,701,554
551 - Administrative & Operating Supplies	2,556,695	3,224,857	3,161,083	2,688,763
55 - Materials & Supplies	6,716,754	7,635,070	7,637,575	7,390,317
570 - City Services	34,057,719	36,149,991	36,173,818	36,245,805
57 - City Services	34,057,719	36,149,991	36,173,818	36,245,805
580 - Allocations	(11,822,270)	(9,000,000)	(12,084,092)	(12,235,019)
58 - Allocations	(11,822,270)	(9,000,000)	(12,084,092)	(12,235,019)
590 - Equipment Rental - Maintenance	259,416	478,865	391,240	493,250
591 - Equipment Rental - Non-Maintenance	84,296	44,000	44,000	104,740
592 - Memberships & Subscriptions	568,302	622,794	806,867	677,094
593 - Insurance	3,037,313	3,683,000	3,324,750	3,680,000
594 - Telephone	1,676,175	1,808,838	1,791,513	1,818,070
595 - Utilities	4,877,810	6,186,000	5,954,710	8,121,000
596 - Claims & Settlements	7,507,042	8,300,000	5,863,000	2,350,000
597 - Taxes, Assessments, & Fees	1,672,044	579,654	1,185,900	684,769
598 - Provision for Bad Debt	323,000			
599 - Other Operating Expense	12,140,635	8,587,050	12,885,596	7,790,550
59 - Other Operating Expenses	32,146,033	30,290,201	32,247,576	25,719,473
Total Operating and Administrative Expenses	199,805,829	213,052,057	209,203,350	209,085,477
610 - Depreciation Expense	100,485,074	98,600,608	105,000,000	110,250,000
61 - Depreciation	100,485,074	98,600,608	105,000,000	110,250,000
820 - Int. Expense - Notes	63,369	39,560	14,488	
82 - Int. Expense - Notes	63,369	39,560	14,488	
830 - Int. Expense - Bonds	10,247,637	2,169,878	9,501,508	9,221,109
831 - Int. Expense - Commercial Paper	227,200	1,200,000	250,000	550,000
83 - Int. Expense - Bonds	10,474,836	3,369,878	9,751,508	9,771,109
890 - Other Non-Oper. Expense	22,526,132	25,195,678	17,880,531	7,830,221
89 - Other Non-Operating Expenses	22,526,132	25,195,678	17,880,531	7,830,221
Total Non-Operating Expenses	33,064,337	28,605,116	27,646,527	17,601,330
Report 202 Total	333,355,240	340,257,781	341,849,877	336,936,807

**Harbor Department City of Los Angeles
Proposed Fiscal Year 2013/14 Annual Budget
Capital Projects Report**

Terminals

<i>B. 90-93 World Cruise Center</i>	\$ 285,153
<i>B. 100-102 Development (China Shipping)</i>	\$ 41,492,898
<i>B. 118-131 Development (Yang Ming)</i>	\$ 10,740,554
<i>B. 135-147 Development (TraPac)</i>	\$ 99,344,073
<i>B. 212-221 Development (YTI)</i>	\$ 14,128,362
<i>B. 222-236 Development (Evergreen)</i>	\$ 11,189,909
<i>B. 258 Development (Al Larson)</i>	\$ 325,091
<i>B. 301-306 Development (APL)</i>	\$ 31,314,058
<i>B. 400-409 Development (Maersk)</i>	\$ 36,148,911
<i>Pier 500</i>	\$ 231,580
<i>Marine Oil Terminal Engineering Maintenance Standards (MOTEMS)</i>	\$ 8,216,920
<i>Miscellaneous Terminal Improvements</i>	\$ 3,164,269

TOTAL TERMINAL IMPROVEMENTS \$ 256,581,778

Transportation Projects

<i>Channel Deepening Program</i>	\$ 339,151
<i>Transportation Improvements</i>	\$ 125,751,302

TOTAL TRANSPORTATION PROJECTS \$ 126,090,453

Security Projects

TOTAL SECURITY PROJECTS \$ 8,712,830

Community

<i>Port-wide Public Enhancements</i>	\$ 95,119
<i>Los Angeles Waterfront</i>	\$ 28,384,272
<i>Environmental Enhancements</i>	\$ 2,601,633

TOTAL COMMUNITY PROJECTS \$ 31,081,024

Maritime Services

<i>Harbor Department Facilities</i>	\$ 15,259,236
<i>Miscellaneous Projects</i>	\$ 4,782,905
<i>Port-wide Capital Contingency Projects</i>	\$ (42,594,796)

TOTAL MARITIME SERVICES \$ (22,552,655)

***TOTAL CAPITAL IMPROVEMENT PROGRAM BUDGET (Including Salaries) \$ 399,913,430**

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

**Harbor Department City of Los Angeles
Proposed Fiscal Year 2013/14 Annual Budget
Capital Projects Report**

Terminals

B. 90-93 World Cruise Center

Modernization of 2 elevators at Berth 93 will be completed this fiscal year. \$ 285,153

B. 100-102 Development (China Shipping)

The Berth 100-102 (China Shipping) Development is a three-phase program to construct a container terminal with 2,500 feet of wharf with AMP, 134 acres of backland, two bridges and two buildings. Phase 1 and IIA are complete. Construction of Phase IIB and III consisting of 27 acres of backland development, 375 of south wharf extension, AMP and another 14 acres of backland will be completed November 2013. A Marine Operations Building and Crane Maintenance Building is scheduled to begin construction June 2014 with completion in June 2015. \$ 41,492,898

B. 118-131 - Development (Yang Ming)

The AMP at Berth 121-126 is scheduled for completion in January 2014. \$ 10,740,554

B. 135-147 Development (TraPac)

The Berth 135-147 (TraPac) Development will redevelop approximately 110 acres of existing container terminal property and develop an additional 50 acres of new property bringing the new terminal to approximately 223 acres. The wharf improvements at Berth 145-147, the AMPs at Berth 136-139, 144 and 145-147, and the Berth 147 Backland - Phase 1A (first phase of automated backland improvements) have been completed. Construction of new terminal buildings and structures consisting of a LEED Gold Administration Building, Yard Operations Building, Guardhouse, pedestrian bridge, canopies, guard booth and Driver Service Building; main gate; and 15 acres of automated backland development began in Fiscal Year 2013 and will continue into Fiscal Year 2014. Design will continue on the development of 67 acres of additional backland and ICTF (Intermodal Container Transfer Facility). \$ 99,344,073

B. 212-221 Development (YTI)

The AMP at Berth 212-216 is scheduled for completion in December 2013. Design of both Phase I and II will begin April 2013 with completion in September 2014. Phase I, Berth 217-220 (1,200 linear feet), will consist of berth dredging, installation of sheet piles, 1,500 linear feet of landside crane rail extension, and Terminal Island Transfer Facility expansion (3,200 linear feet of loading track). Phase II, Berth 214-216 (1,400 linear feet), consists of berth dredging, installation of sheet and king piles, and 157 acres of backland improvements. Environmental assessment for these improvements began in February 2013 and is scheduled for completion in September 2014. \$ 14,128,362

B. 222-236 Development (Evergreen)

The panzerbelt and cable trench upgrade and replacement is scheduled for completion in February 2014 and the AMP at Berth 230-232 is scheduled for December 2013. \$ 11,189,909

B. 240-267 - Development

Design of the Jankovich Fuel Facility relocation will be completed in December 2013. \$ 325,091

B. 301-306 Development (APL)

The proposed Berth 301-306 (APL) Development will expand the terminal by approximately 56 acres to a total acreage of 347 and modify some existing terminal elements. Scope includes developing approximately 42 acres of new backland for automated operation; constructing approximately 1,250 linear feet of wharf for 100' gauge cranes; AMP; dredging; constructing a new Power Shop Annex; modifying and expanding existing main gate and secondary gate; relocating tanks; adding reefers; and improving and modifying some existing backland areas. The Berth 302-305 AMP installation is scheduled for completion in March 2014. Design is on hold for the wharf, backland and buildings until the lease amendment is finalized. The EIR was certified by the Board of Harbor Commissioner in June of 2012.

\$ 31,314,058

B. 400-409 Development (Maersk)

The AMP at Berth 401-406 will be completed in December 2013.

\$ 36,148,911

Pier 500

The Pier 500 program at this time consists of obtaining biological mitigation credits that can be applied to future harbor fill.

\$ 231,580

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 State Lands Marine Oil Terminal Engineering Maintenance Standards (MOTEMS). The berths affected are 148-149, 163, 164, 167-169, 187-191, 238, and 239. Berth 239 consisting of the removal and replacement of existing catwalks, catwalk supports, and mooring point No. 1 will be completed May 2013. Design and lease negotiations continue on the remainder of the berths.

\$ 8,216,920

Miscellaneous Terminal Improvements

Construction of the wharf rehabilitation at Berth 196-197 will be completed in 2014. Work continues on the Port Master Plan update.

\$ 3,164,269

TOTAL TERMINAL IMPROVEMENTS

\$ 256,581,778

Transportation Projects

Channel Deepening Program

The Channel Deepening Program has deepened the main channel and turning basins to - 53' mllw to improve deep draft navigation and maximize the beneficial use of dredged material. Remaining work for Fiscal Year 2014 includes minor cleanup and project closeout.

\$ 339,151

Transportation Improvements

Construction will continue on the Berth 200 Rail Yard, South Wilmington Grade Separation, and Terminal Island Street Improvements projects. The John S. Gibson Intersection and NB I-110 Ramp Access, I-110/SR 47 Connector, C Street/I-110 Access Ramp Improvements, and the Berth 200 Rail Yard Track Connections projects will begin construction this fiscal year.

\$ 125,751,302

TOTAL TRANSPORTATION PROJECTS

\$ 126,090,453

Security Projects

Design of the IT Cyber Security Improvements Phase I will begin this fiscal year and Phase 2 of the POLA Fiber Optic Network Project will begin construction.

TOTAL SECURITY PROJECTS

\$ 8,712,830

Community

Port-Wide Public Enhancement

Design of a 2,655 foot pathway along Front Street from the Vincent Thomas Bridge to Pacific Avenue will continue in this fiscal year. \$ 95,119

Los Angeles Waterfront

The Los Angeles Waterfront Program envisions infrastructure improvements and development of various land uses including public waterfront and open space areas, commercial development, transportation, and parking facilities. Specific improvements to San Pedro which will be completed this fiscal year include the Downtown Harbor - Landside Improvements and the Berths 45-50 Outer Harbor Improvements projects. Design and planning will continue on the City Dock No. 1 Urban Marine Research Center - Phase I Wharf and Building project. Specific improvements to Wilmington includes the start of design of the Bekins Warehouse Renovation. \$ 28,384,272

Environmental Enhancements

Environmental enhancements include environmental work at Inner Cabrillo Beach for water quality improvements, and biological surveys of the Los Angeles and Long Beach Harbors. \$ 2,601,633

TOTAL COMMUNITY PROJECTS \$ 31,081,024

Maritime Services

Harbor Department Facilities

Harbor Department Facility improvements include beginning construction of the Berth 161 Marine Ways Modifications project. Improvements continue to the Harbor Administration Building which include lighting fixture upgrades, restroom renovations, HVAC replacement, and installation of a 300 KV fuel cell system. This year there are a number of department-wide improvements including the purchase of office furniture for the 2nd, 3rd, and 4th floors of the Harbor Administration Building and for the Berth 161 Administration Building; continuation of work on the ERP system, SharePoint 2010 Upgrade and Klein Billing System Enhancements. \$ 15,259,236

Miscellaneous Projects

Projects listed under miscellaneous are not included in any specific program listed above. Projects included are the Berth 72 Municipal Fish Market Renovation Phase 1, B, 84 - Maritime Museum HVAC Replacement, and Warehouse No. 1 Roof Replacement. \$ 4,782,905

Port-wide Capital Contingency Projects

This category is for projects which will come up throughout the fiscal year. It includes consultants, hiring hall expenses, materials, equipment, services from other city departments and administrative expenses. It also includes funding for deferred maintenance projects for the Construction and Maintenance Division. This year's slippage has been applied to this category. \$ (42,594,796)

TOTAL MARITIME SERVICES \$ (22,552,655)

***TOTAL CAPITAL IMPROVEMENT PROGRAM BUDGET (Including Salaries) \$ 399,913,430**

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

Bekins Warehouse

Berth 200 Rail Yard

“C” Street and I-110 FWY

South Wilmington Grade Separation

West Basin China Shipping B-100-102

TraPac Berths 136-147

110 Fwy/47 Fwy/ Harbor Blvd Ramps

B 125-129 AMP

B 212-216 AMP & Terminal Improvements

Downtown Harbor

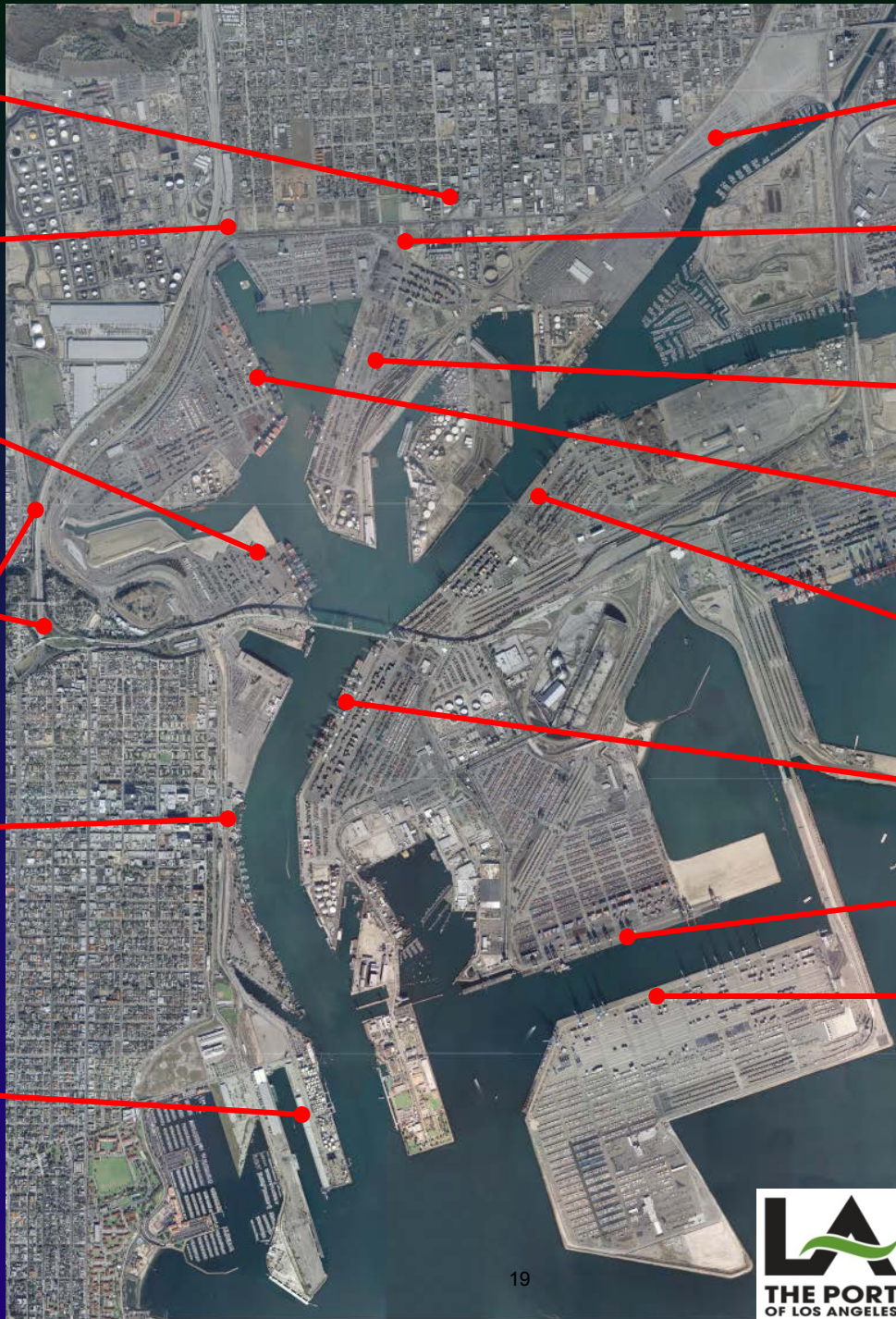
B 230-232 AMP

B 302-305 AMP

City Dock 1

B 401-406 AMP

Capital Improvement Projects





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As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.



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