TERMINAL REDEVELOPMENT
TENTH AVENUE MARINE TERMINAL

Redevelopment Plan and
Demolition and Initial Rail Component Project
San Diego Unified Port District

Port’s Jurisdiction

- 5 Cities
- 2 Marine Terminals
- 2 Cruise Ship Piers
- 250 Acres of Parks and Open Space
- 22 Public Parks
- Hundreds of Tenants and Subtenants

Governing Laws

- Public Trust Doctrine
- Port Act
- California Coastal Act / Port Master Plan
A Terminal in Transition
Current TAMT Overview
Tenth Avenue Marine Terminal Redevelopment Plan (2035)

TAMT Plan

• Market-based Plan
• Promotes Modernization
• Analyzes Increased Capacity
• Includes Development Concepts
Long-term Vision & Redevelopment

- Liquid Bulk
- Centralized Gate
- Refrigerated Containers / Cold Storage
- Dry Bulk
- Break Bulk/ Open Area for Project Cargo
Transit Sheds #1 and #2
Direct Access and Open Space
Award of a TIGER Grant

- Program Goal: Fund projects that fill critical voids in the national transportation system

- TIGER Application Submitted June 2, 2015
  - October 31, 2015 Announcement
  - Conditional Grant Acceptance
  - Begin Design
  - Obligate Funds After Environmental Review
TIGER Grant Timeline

- TAMT Project and Program EIR Released for Public Review: 6/30/16
- Conditional Grant Agreement Acceptance & CIP Program Amendment: 7/27/16
- Board Consideration of EIR & Project Approval: 11/8/16
- Begin Design: 8/27/16
- Key Milestone: 2/10/17
- Complete Design: 6/30/17
- Obligation of Grant Funds: 6/30/17
- Key Milestone: 11/8/18
- Phase 1: Demo TS#1: 11/8/18 - 3/30/20
- Phase 2: Demo TS#2: 11/8/18 - 3/30/20

PORT of SAN DIEGO
Threshold Entitlements and Permits

- National Environmental Policy Act (NEPA)
- California Environmental Quality Act (CEQA)
- California Coastal Act/Non-Appealable Coastal Development Permit (CDP)
- Avoided an amendment to the Port Master Plan
NEPA (Federal)

- Applies when a Federal agency intends to carry out, fund, or approve a proposed action
- Look at environmental effects that significantly affect the quality of the human environment
- Three levels of review: 1) Categorical Exclusion; 2) Environmental Assessment/Finding of No Significant Impact (EA/FONSI); and 3) Environmental Impact Statement (EIS)
- Look at alternatives that meet the “purpose and need” for the action
- Record of Decision (findings) are adopted by the Federal agency after public review
CEQA (California)

- Applies to California agencies that are making a discretionary approval that results in reasonably foreseeable direct or indirect physical changes to the environment.
- Must adopt all feasible mitigation measures or an alternative that reduces significant impacts and meets the basic objectives of a project.
- Three levels of review: 1) Exemption; 2) Negative Declaration/Mitigated Negative Declaration; or 3) Environmental Impact Report.
- Statement of Overriding Consideration.
Non-Appealable CDP

- Chapter 8 of the Cal. Coastal Act Coastal
- Terminal Redevelopment is considered Non-Appealable Under § 30715
Litigation or an Appeal of a CDP Can Stop a Project!

I OBJECT!
Draft Environmental Impact Report

Public Review

- 6/30/16 to 8/18/16 (~45 days)
- Central Library & Logan Heights Branch
- Posted to website with links
- 183 postcards and 60 emails
- Received 9 Comment Letters
  - Intense Public Interest
**Tenth Avenue Marine Terminal Redevelopment Plan (2035)**

<table>
<thead>
<tr>
<th>Node</th>
<th>Existing Conditions - July 2013 to June 2014</th>
<th>TAMT Redevelopment Plan Maximum Practical Capacity (MPC) Scenario</th>
<th>TAMT Redevelopment Plan Sustainable Terminal Capacity (75% of MPC)</th>
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<tbody>
<tr>
<td><strong>Improvements or Capacity Enhancements Identified in TAMT Plan</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Dry Bulk</td>
<td>289,864</td>
<td>2,650,000</td>
<td>1,987,500</td>
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<td>Refrigerated Containers</td>
<td>637,931</td>
<td>2,288,000</td>
<td>1,716,000</td>
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<td>Multi-Purpose General Cargo</td>
<td>85,131</td>
<td>977,400</td>
<td>733,050</td>
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<tr>
<td><strong>No Improvements or Capacity Enhancements Identified in TAMT Plan</strong></td>
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<tr>
<td>Liquid Bulk</td>
<td>31,520</td>
<td>239,017</td>
<td>239,017</td>
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<tr>
<td><strong>Total</strong></td>
<td>1,044,446</td>
<td>6,154,417</td>
<td>4,675,567</td>
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# Additional Mitigation

## Draft EIR (June 2016)

**Terminal Equipment**
- 6 pieces of Electric Cargo Handling Equipment

**Periodic Technology Review**
- Discussed general concept

**Sustainable Leasing**
- Implement a Sustainable Leasing Program at TAMT

**Vessel Hoteling**
- Shore-power

## Final EIR (December 2016)

**Terminal Equipment**
- **36 pieces** of Electric Cargo Handling Equipment

**Periodic Technology Review**
- Identified more precise process

**Exhaust Emissions Reduction Program**
- Develop an incentive based program by 2020 that encourages tenants to deploy clean vessels, trucks, locomotives and other mobile equipment through the life of the plan

**Vessel Hoteling**
- Shore-power OR Alternative Marine Emissions Control System, (AMECS or Bonnet System)
AMECS or Bonnet System
Above and Beyond Compliance

### NOX (.lbs per day)

- **Existing Condition**: 6,500 lbs/day (Baseline: 6,000 lbs/day)
- **STC Alternative**: 6,400 lbs/day

### PM10 (.lbs per day)

- **Existing Condition**: 700 lbs/day (Baseline: 0 lbs/day)
- **STC Alternative**: 300 lbs/day

### PM2.5 (.lbs per day)

- **Existing Condition**: 300 lbs/day (Baseline: 0 lbs/day)
- **STC Alternative**: 150 lbs/day
## Greenhouse Gas Emissions

<table>
<thead>
<tr>
<th>2020 Goals</th>
<th>Cal. Legal Requirements</th>
<th>TAMT Redevelopment Plan Reduction</th>
<th>Conclusion</th>
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<tr>
<td>(AB 32)</td>
<td>Reduce to 1990 Levels</td>
<td>33% Reduction by 2020</td>
<td>Aligns with State Goals</td>
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<th>Post -2020 Goals</th>
<th>Cal. Legal Requirements</th>
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<tr>
<td>(SB 32 &amp; Executive Orders)</td>
<td>Reduce 40% Below 1990 Levels</td>
<td>57% Reduction by 2035</td>
<td>Potentially Aligns with State Goals</td>
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**Concluded Significant and Unavoidable**

Uncertain 57% will represent San Diego’s regional fair share towards California’s Post-2020 Reduction Targets
Significant and Unavoidable Impacts

- Aesthetics
- Air Quality (Construction only)
- Greenhouse Gas Emissions
- Noise
- Transportation
• Enhances an established maritime use with the California Coastal Act, the Port Act, and the Port Master Plan;

• Promotes sustainability and lowers NOx, PM$_{10}$, PM$_{2.5}$ below existing levels despite four-fold increase in cargo throughput;

• Increases terminal efficiency and removes notable operational impediments;

• Increases the Port’s ability to attract new business and stay competitive;

• Increases short-term and long-term employment;

• Increases terminal safety by removing operational impediments, installing an automatic rail lubricator and installing on-terminal air-brake testing system;

• Increases the amount of wharfage fees and rent the Port may receive;

• Increases regional economic growth as the result of increased goods movement activity, as well as additional indirect and induced jobs.
Maritime Administration (MARAD)

- MARAD was the NEPA lead agency
- EA/FONSI
- Contracted through the Port and Paid for by the Port
Lessons Learned

- Robust Stakeholder Outreach and Negotiations
- Get Creative (Alternative, MMs and SOC)
- Take a Realistic Look at the Business Model/Project
- Can Always do Subsequent or Supplemental Environmental Review
Collaboration and Inventiveness