

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	7/3/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
75	TC001	0018000307		T0013		TCEP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD				San Diego Unified Port District		
				MPO	Element	
				SANDAG	Rail	
Project Manager/Contact		Phone		E-mail Address		
Aimee Heim		(619)686-6390		<a href="mailto:aheim@portofsandiego.org">aheim@portofsandiego.org</a>		
<b>Project Title</b>						
Port of San Diego Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
<p>This funding request is to expand an existing shorepower system, and to purchase and install a barge-based bonnet system. A shorepower system provides grid-based power to vessels for hoteling and operational purposes, allowing the vessel to turn off all main and auxiliary power engine systems while at berth. Advanced Marine Emission Control Systems (AMECS), often referred to as a "bonnet system" connects to a vessel's emissions stack and captures the vessel's particulate emissions while at berth. While the AMECS is intended to be mobile, the barge would be primarily employed that the District's Tenth Avenue Marine Terminal (TAMT) [1800 Crosby Road, San Diego, CA], located in San Diego Bay.</p>						
Component	Implementing Agency					
PA&ED	San Diego Unified Port District					
PS&E	San Diego Unified Port District					
Right of Way	San Diego Unified Port District					
Construction	San Diego Unified Port District					
<b>Legislative Districts</b>						
Assembly:	80	Senate:	40	Congressional:	51	
<p>The project would expand the terminal's existing shorepower system from a single connection point to two connection points, allowing the District to offer shore power to more vessels. Shore power systems eliminate 100% of emissions from vessels while at berth. The barge-based bonnet system would act to capture emissions from vessels that are not shore power capable, thereby dramatically reducing the negative health impacts associated with cargo operations when vessels cannot shorepower, (continued)</p>						
<b>Purpose and Need</b>						
<p>The expanded shore power capability would be immediately be used to meet needs at a second berth, including by vessels not required to use shore power under the California Air Resources Board's (CARB) At-Berth regulation. Dry bulk and break bulk vessels calling at TAMT would be primary users of the AMECS system and these vessel types are currently not required to achieve any emissions reductions under the CARB At-Berth Regulation, and are not likely to be shore power capable.</p>						
Category		Outputs/Outcomes			Unit	Total
Maritime Freight		Operational improvements			each	1
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions	Yes
<b>Project Milestone</b>					Existing	Proposed
Project Study Report Approved					12/01/16	
Begin Environmental (PA&ED) Phase						N/A
Circulate Draft Environmental Document				Document Type	EIR	06/30/16
Draft Project Report (No DPR required for SE projects)						N/A
End Environmental Phase (PA&ED Milestone)						12/13/16
Begin Design (PS&E) Phase						10/15/18
End Design Phase (Ready to List for Advertisement Milestone)						10/15/19
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)						12/01/19
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/22
Begin Closeout Phase						12/31/22
End Closeout Phase (Closeout Report)						06/30/23

## 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,

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**Date:** 7/3/18**Additional Information**

Project Benefits continued: allowing TAMT to handle more cargo without the associated impacts to the adjacent community. AMECS emission reductions are (ETS) where 95% to 99% of pollutants are removed. It is important to note that no modification to the vessel is required and there is no impact on loading or accomplished by attaching a "bonnet" or funnel over the exhaust stack of the ship and then vacuuming ship-generated emissions through a duct to an Emission Treatment System (ETS) where 95% to 99% of pollutants are removed. It is important to note that no modification to the vessel is required and there is no impact on loading or offloading of cargo operations.

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75	SD		TC001	0018000307	T0013	
<b>Project Title:</b> Port of San Diego Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement 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)									San Diego Unified Port District
PS&E									San Diego Unified Port District
R/W SUP (CT)									San Diego Unified Port District
CON SUP (CT)									San Diego Unified Port District
R/W									San Diego Unified Port District
CON									San Diego Unified Port District
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL			8,000					8,000	

Fund No. 1:	San Diego Unified Port District - Match								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SDUPD - 30% Match
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			2,400					2,400	
TOTAL			2,400					2,400	

Fund No. 2:	SB 1 - Trade Corridor Enhancement Program (TCEP)								Program Code
Existing Funding (\$1,000s)									30.20.723.200
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SB 1 - 70% Grant Fund
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			5,600					5,600	
TOTAL			5,600					5,600	





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**Complete this page for amendments only****Date:** 7/3/18

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**SECTION 1 - All Projects****Project Background****Programming Change Requested****Reason for Proposed Change**

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

**Other Significant Information****SECTION 2 - For SB1 Projects Only**

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Curt Billings		Associate Engineer / Project Manager	6/4/2018

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map