



June 1, 2021

To Whom It May Concern;

Please accept this application on behalf of the Port of Hueneme's Deepening Project. This project is part of their **Intermodal Improvement Project**, which works in partnership with regional stakeholders to grow jobs and services by integrating the waterway channel deepening's new capacity with the public/private investments within the county-wide Port Intermodal Corridor (PIC). The Project influences and strengthens the efficiency of the PIC and aligns with the corridor's objectives as defined in the Ventura County Transportation Commission (VCTC), Southern California Association of Governments (SCAG) and CalTrans transportation plans. The Project strengthens Port asset utilization, enhances productivity, responds to customer growth, supports the growth of export and import cargo flows, integrates with Shoreside Power investments, improving air quality, and reduces regional congestion by offering efficient modal options. The deepening delivers efficient and strategic infrastructure that grows the region's economy.

Highlights of this project include **Deepening and Additional Wharf and Berth Improvements** – The Berth deepening complements adjacent Army Corps of Engineers channel deepening efforts creating a consistent 40-foot water depth from channel to vessel berth. Capital investments modernizing the Port's wharf and pier infrastructure allow Port logistics partners to accommodate our existing customer's larger-capacity, deeper draft vessels; utilize heavy-lift cargo handling equipment; enhance resiliency to climate change and reduce emissions during operations. We hope that this project sparks your interest as it is environmentally sound, business enhancing and creates efficiency of operations.

Sincerely,

Miguel Rodriguez

Community Outreach Manager

Port of Hueneme, Oxnard Harbor District



PORT OF HUENEME DEEPENING

Title of Project: Port of Hueneme Wharf Deepening

Name of Applicant: Miguel Rodriguez, Community Outreach Manager, Port of Hueneme, Mrodriguez@portofh.org

Date Submitted: June 1, 2021

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Organization Position

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Port of Hueneme Project Engineer
KPFF Principal In charge
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Structural Engineer
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Project Description

The Port of Hueneme's Deepening Project, part of their **Intermodal Improvement Project**, works in partnership with regional stakeholders to grow jobs and services by integrating the waterway channel deepening's new capacity with the public/private investments within the county-wide Port Intermodal Corridor (PIC). The Project influences and strengthens the efficiency of the PIC and aligns with the corridor's objectives as defined in the Ventura County Transportation Commission (VCTC), Southern California Association of Governments (SCAG) and CalTrans transportation plans. The Project strengthens Port asset utilization, enhances productivity, responds to customer growth, supports the growth of export and import cargo flows, integrates with Shoreside Power investments, improving air quality, and reduces regional congestion by offering efficient modal options. The deepening delivers efficient and strategic infrastructure that grows the region's economy.



Deepening and Additional Wharf and Berth Improvements – Berth deepening complements adjacent Army Corps of Engineers channel deepening efforts creating a consistent 40-foot water depth from channel to vessel berth. Capital investments modernizing the Port's wharf and pier infrastructure allow Port logistics partners to accommodate our existing customer's larger-capacity, deeper draft vessels; utilize heavy-lift cargo handling equipment; enhance resiliency to climate change and reduce emissions during operations.

Introduction – Project Highlights

The Port of Hueneme is one of the most productive and efficient commercial trade gateways for niche cargo on the West Coast. The Port is governed by five locally elected Port Commissioners. The Port moves \$10.85 billion in goods each year and consistently ranks among the top ten U.S. ports for automobiles and fresh produce. Port operations support the community by bringing \$1.9 billion in economic activity and creating 15,834 trade-related jobs. Trade through the Port of Hueneme generates more than \$119 million in direct and related state and local taxes, which fund vital community services. In 2017, the Port of Hueneme became the first port in California to become Green Marine certified.

As an economic engine for Ventura County, the Port of Hueneme and its partners make strategic investments to enhance and improve its existing infrastructure to meet customer needs and 'grow the pie' to the economic benefit of the region. The Port's Deepening Project provides long-term infrastructure enhancements that maximize facility utilization and facilitate the efficient movement of cargo in the most environmentally responsible manner possible. The Project is of regional significance and supports core principles including maintaining infrastructure in a state of good repair, improving economic competitiveness, and promoting environmental sustainability.

Berth Deepening Facts

Larger vessels no longer have to wait in the bay for high tide,

Fully laden, larger capacity vessels can now access the channel and berths.

Recent economic impact analysis on the deepening effort concluded that deepening creates:

- 563 new jobs
- \$28M in business revenue
- \$5.8M in local purchases
- \$4.6M in State/Local taxes

~Martin & Associates, 2014

Goals and Objectives/Business Problem

Prior to deepening and under the current pilot regulations, ships calling the Port's terminals require 3 feet under keel to safely navigate the channel. With this restriction, the maximum draft of a vessel calling the Port was 32 feet (the previous length of the 35-foot channel less 3 feet for under-keel clearance). This impacted liquid bulk tankers which needed to wait for high tide to berth, incurring costly delays.

The completion of the berth deepening effort has provided deep draft vessel continuity from the harbor, through the channel and at Berths 1 and 2. Vessels will no longer have to wait for high tide to transit the channel and come to berth, increasing operational productivity in a time-sensitive market.

The Port has 6 berths, offering 4,250 Linear Feet of berth space. There is also a shallow draft berth of 320 Linear Feet in length. The Oxnard Harbor District and the U.S. Navy share one berth measuring 1,000 Linear Feet used by Ro/Ro vessels calling Port of Hueneme. The main channel has an existing maximum draft of 35 feet.

Creating opportunity—The Port is entrusted to carry out a broad mission of economic development retaining, recruiting and growing a full spectrum of industrial and commercial business throughout the region. To do so takes a commitment to developing partnerships, not only with Port customers but with the larger local and regional community. These partnerships identify and develop current economic development opportunities while discovering and training future generations of employees for a career in the region's ports, logistics, agricultural and industrial sectors. Additionally, Port and logistics jobs provide a diverse middle class, working wage jobs with benefits, creating opportunities for a community struggling to overcome economic disadvantages, disproportionate high unemployment and low educational achievement.

Investments in Port capital infrastructure projects are often complex, large-scale construction efforts, requiring a construction industry composed of a diversity of trade disciplines, such as steel workers, carpenters, iron workers, plumbers and teamsters. With sustained regional capital project opportunities, trade unions can invest in apprenticeships, training and equipment, putting the community to work and creating an experienced and capable workforce that can be deployed to other local and regional projects, rather than outsourcing work to non-local external contractors.

Discussion:

Background

The Port of Hueneme's Intermodal Improvement Project works in partnership with regional stakeholders to grow jobs and services by integrating the waterway channel deepening's forthcoming new capacity associated with over \$65 Million in completed and another \$60 Million in outstanding public/private investments within the county-wide Port Intermodal Corridor (PIC). The Project influences and strengthens the PIC and aligns with the corridor's objectives as defined in the Ventura County Transportation Commission (VCTC), Southern California Association of Governments (SCAG) and California Department of Transportation (CalTrans) transportation plans. The Project:

- *Strengthens Port asset utilization and enhances productivity,*
- *Responds to customer growth and capacity demands, supporting increased export and import cargo flows,*
- *Integrates with the Phase II Shoreside Power investments which improve air quality, and*
- *Reduces regional transportation congestion by offering efficient modal options.*

Objectives and Methodology

Wharf and Berth improvements—Capital investments modernizing the Port’s wharf and pier infrastructure allow Port logistics partners to accommodate our existing customer’s larger- capacity, deeper draft vessels; utilize heavy lift-cargo handling equipment; and enhance resiliency to climate change and reduce emissions during operations. Currently, larger vessels must wait in the bay for high tide, incurring costly delays. Berth deepening complements adjacent Army Corps of Engineers channel deepening efforts creating a consistent 40-foot water depth from channel to vessel berth.

Modernized Cargo Facilities—To balance the new water-side capacity and maximize the terminal’s utilization, the existing cold storage sheds adjacent to the wharf will be upgraded with efficient climate control, lighting and state-of-the-art perishable cargo treatment facilities. Solar panel arrays will provide power to the facility and other Port systems, and new paving will provide safer dockside operations for heavy cargo and cargo handling equipment.

Berth Deepening

Currently, the shipping channel is maintained at -35-foot MLLW. This 35-foot channel has a sea floor consisting of mud and sand and requires ships that are over 300 gross registered tons to be piloted both upon entering and exiting the channel. The harbor is not affected by tidal streams or current. Under the current pilot regulations, ships calling the Port’s terminals require 3 feet under keel to safely navigate the channel. With this restriction, the maximum draft of a vessel calling the Port is 32 feet (the 35-foot channel less 3 feet for under-keel clearance).

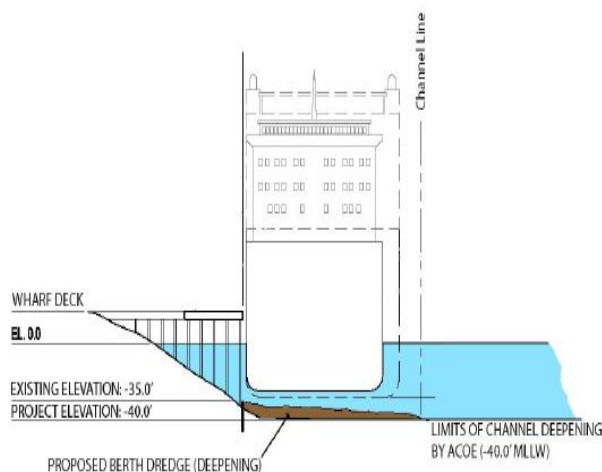


Figure 4 – Cross Section, Berth Deepening to Match Channel Depth

Project Costs

Oxnard Harbor District - Port of Hueneme Harbor Deepening Project Timeline: 2015-2018

Project Phase	Starting	Ending
Wharf Improvements berth 4	JULY 2015	SEPTEMBER 2015
Dredge	OCTOBER 2015	MARCH 2016
Wharf Improvements berth 1	JULY 2016	SEPTEMBER 2016
Wharf improvements berth 2-3	JULY 2017	SEPTEMBER 2017
Wharf improvements berth 5	JULY 2018	SEPTEMBER 2018

- Wharf Improvement Phase estimated \$2,000,000 each berth
- Dredge Improvement Phase-total cost estimated \$7,000,000
- All Berths Project Total estimated \$10,000,000

Total Amount for project was \$ 15.3 Million which includes wharf improvements

Performance Measures

Interim Performance Measurements (CY2021 Q1) FY2015 Grant no. DTMA91G1600004

Port of Hueneme, Oxnard Harbor District

The interim performance measurements on vessel calls, travel time savings, and gross tonnages for Q4 of CY20 are recorded between January 1, 2021 and March 31, 2021. Please note full beneficial use of the new harbor design depth will be available after the companion channel deepening project is completed in Q2 of CY21 by the Army Corps of Engineers.

B1 & B2 Vessel Calls (Number of Vessels)				
	Q1	Q2	Q3	Q4
CY19	29	36	19	30
CY20	19	36	43	35
CY21	37			

B1 & B2 Travel Time Savings (Hour)				
	Q1	Q2	Q3	Q4
CY19	27.75	1.25	17.25	4
CY20	0	0	25.85	99.42
CY21	164.7			

B1 & B2 Gross Tonnage (Metric Ton)				
	Q1	Q2	Q3	Q4
CY19	253,825	251,650	223,871	258,595
CY20	288,813	237,560	212,347	254,465
CY21	304,124			

How the Project Fulfills the Award Criteria

Port of Hueneme

DEEPENING PROJECT

New 40 Ft. Channel at the Port of Hueneme to Benefit Local Economy and Support Beach Nourishment

The Port of Hueneme is a unique seaport, providing the only U.S. Port of entry into California's central coast. The Port has received authorization to deepen its shipping channel from 35 ft. to 40 ft. By deepening the channel, the Port will improve its efficiency and ocean carriers will be able to more fully utilize the cargo capacity of their vessels. The deepening project will create new jobs and create a positive economic impact on our community and businesses. In fiscal year 2013 the Port of Hueneme moved about 1.44 million tons of cargo via its terminals.

- Economic benefit: current customers can bring in more cargo = more jobs and revenue to local economy
- Project allows the Port to attract new class vessel fleet and increase capacity to handle 229,000 tons more cargo annually
- Helps generate 563 new direct and indirect jobs for the region
- \$28 million in positive revenue impact & \$4.6 million more in taxes
- Dredge materials to support beach nourishment

Conclusion



As the Wharf Deepening Project was completed 386,000 Cubic Yards of sand dredged from the wharf were used to replenish Hueneme Beach, which has been under threat of disappearing. Utilizing this project as a catalyst for beach replenishment, job creation, and Port maintenance and business development helps meet different goals for different stakeholders. The Port of Hueneme had this project in development since 2014 and as it finally materialized and was finished in 2021, the project is already having major impact inside and outside of the Port's property.

Port of Hueneme

Wharf Deepening Project

Facilities Engineering



Lighthouse Awards



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