



City of Long Beach HARBOR DEPARTMENT

Adopted Budget for Fiscal Year 2022

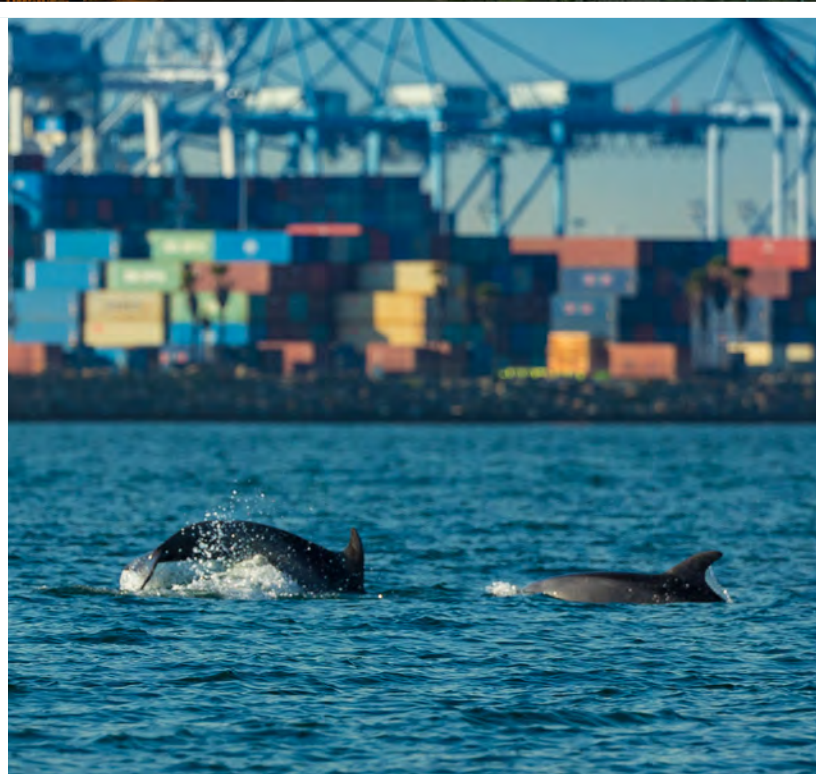
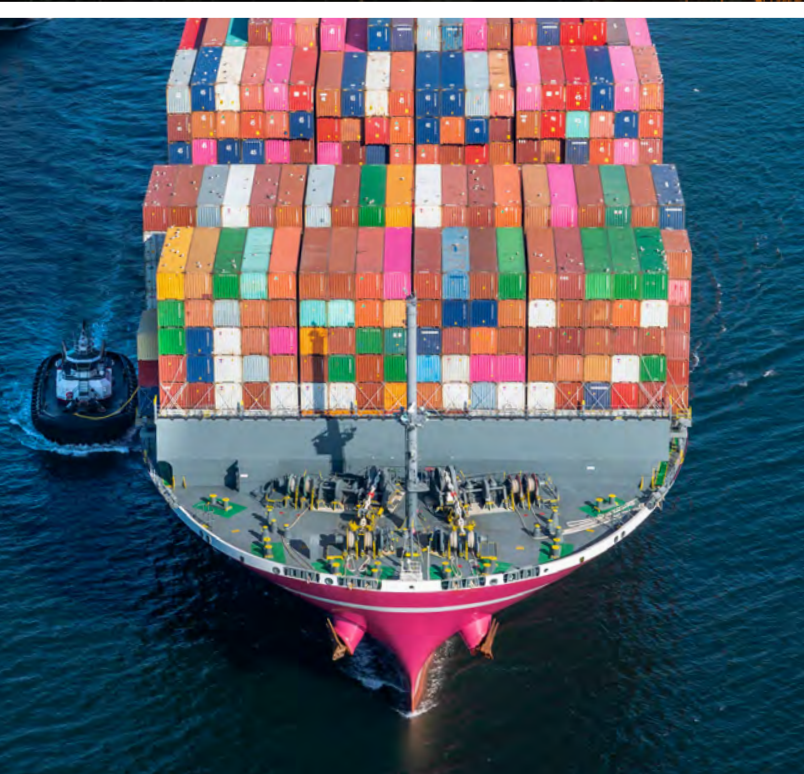


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The Budget Process

Basis for Budget Development

The Port of Long Beach (Port) is a public agency managed and operated by the City of Long Beach Harbor Department. The Port is governed by the Long Beach Board of Harbor Commissioners, whose five members are appointed by the mayor of Long Beach and confirmed by the City Council.

The Port's budget serves as a financial plan for delivering effective services and efficiently managing the revenues which support those services. The Fiscal Year 2022 Budget covers the period of October 1, 2021 through September 30, 2022. Long Beach City Charter, Section 1210, requires that the Board of Harbor Commissioners adopts and transmits a departmental budget that conforms to the general City budget "not later than sixty (60) days prior to the beginning of each fiscal year."

The City's Charter and municipal code provide broad governance for preparation of the operating and capital budgets. The budget is also developed based on the following:

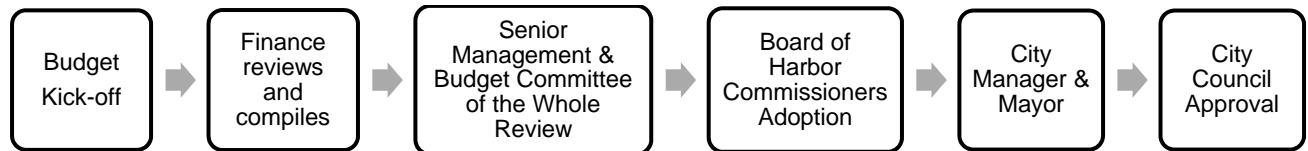
- The Port's top priorities and other Board of Harbor Commissioners' directives
- The Port's Long Range Financial Plan, which is updated semi-annually at a minimum, and presented to the Budget Committee of the Whole and the Board prior to the release of the proposed budget
- The Port's commitments to the six Strategic Goals as outlined in the organization's Strategic Plan.

Operating and Capital Budgets – Calendar of Activities

- December/January – Budget guidelines and timeframes for development of the operating and capital budgets are developed. The budget development process begins when instructions and templates (personnel, non-personnel, and budget forms) are distributed to divisions for budget preparation.
- January/February - Divisions complete and submit requests to reallocate staffing and non-personnel resources for the upcoming year to meet changing operational needs. The Finance Division reviews the submissions and requests explanations for any major variances or unusual items from prior year activity or prior budget amounts.
- March/April - The proposals are then integrated with the revenue forecast, the 10-year capital program resiliency plan, and debt service, into a preliminary budget document that is presented to the senior management and the Budget Committee of the Whole for guidance and review.
- May - The Finance Director and the Managing Director of Finance and Administration, guided by the direction of the Budget Committee of the Whole and other members of

senior management, then present a Proposed Budget that conforms to the strategic goals of the Port to the Board of Harbor Commissioners for adoption.

- June/July - Upon approval by the Board of Harbor Commissioners, the Harbor Department's budget is transmitted to the City Manager's and Mayor's offices for review and inclusion into the City's overall budget.
- August/September - The Board-adopted budget is presented to the City Council for final approval.



I. EXECUTIVE SUMMARY

VISION STATEMENT

The Port of Long Beach will be the global leader in operational excellence and environmental stewardship.

MISSION STATEMENT

The Port of Long Beach is an international gateway for the reliable, efficient and sustainable movement of goods for the benefit of our local and global economies.

VALUE PROPOSITION

Our customers choose the Port of Long Beach because we are the most reliable, most cost-effective and greenest gateway for the movement of goods to and from America's major consumer markets and producers.

The Harbor Department of the City of Long Beach ("Port of Long Beach"), with its deep-water channels, rail access, and ongoing investment in state-of-the-art facilities, continues to be the preferred gateway for Asia-Pacific trade and an operational model for its environmental innovations and initiatives.

As in past years, the Port is not a taxing authority; rather, its operations are 100% supported by a combination of Port-related revenues, bond financing, grants, and existing funds.

The FY 2022 Adopted Budget of \$622.8 million is 4.1% (\$27.0 million) lower than the FY 2021 Adopted Budget. This decrease is primarily due to lower capital expenditures. A primary focus next fiscal year will be to continue progress towards achieving the key milestones of the Port's multi-billion-dollar capital program. In FY 2022 alone, approximately \$329.1 million has been budgeted for capital projects, which comprises 52.8% of the total budget.

FY 2022 operating revenue is projected to be 8.7% higher than the FY 2021 budget, primarily due to strong anticipated performance in containerized cargo volumes. From a staffing perspective, 11 new full-time-equivalent positions have been added to the budget to address priority staffing needs.

The FY 2022 budget was finalized during the period where positive COVID-19 case rates were dramatically improving; however, the pandemic still poses some uncertainty and consequently, cargo volumes will continue to be closely monitored and adjustments will be made, if necessary.

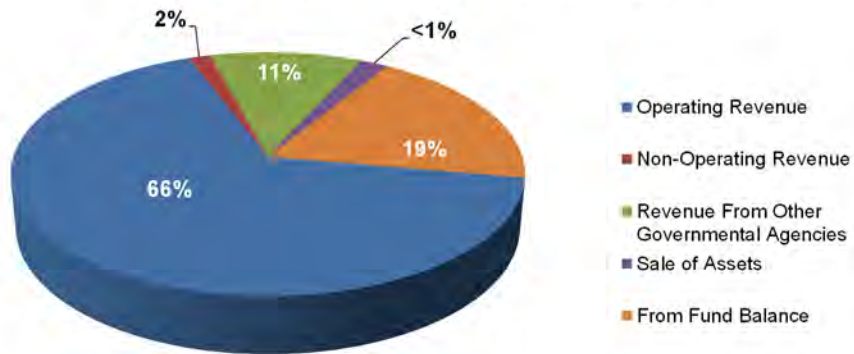
The Port is committed to managing its internal operations effectively and to demonstrating continued progress toward the following six long-term goals of its Strategic Plan:

- Strengthen the Port's competitive position through secure and efficient movement of cargo while providing outstanding customer service.
- Maintain financial strength and security of assets.
- Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.
- Improve the environment through sustainable practices and the reduction of environmental impacts from Port operations and development.
- Broaden community access to Port-related opportunities and economic benefits.

- Attract, develop and retain a diverse, high-performing workforce.

These strategic goals reflect the Port's ongoing commitment to continue its competitive leadership and environmental sustainability as it further strengthens its position as the Port of Choice.

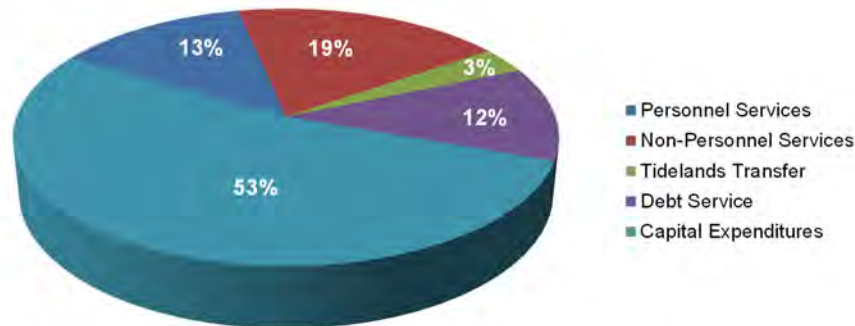
Sources of Funds: FY 2022 Adopted Budget



Stated in Thousands (\$000)

	FY 2021 Adopted Budget	FY 2022 Adopted Budget	\$ Change	% Change
			FY 2022 Budget vs FY 2021 Budget	
Operating Revenue	380,658	413,953	33,295	8.7%
Non-Operating Revenue	14,000	9,524	(4,476)	-32.0%
Revenue From Other Governmental Agencies	37,728	68,447	30,719	81.4%
Sale of Assets	2,136	12,336	10,200	477.4%
Net Cash Available Through Debt	-	0	0	N/A
From Fund Balance	214,808	118,536	(96,272)	-44.8%
Total	649,330	622,796	(26,534)	-4.1%

Uses of Funds: FY 2022 Adopted Budget



Stated in Thousands (\$000)

	FY 2021 Adopted Budget	FY 2022 Adopted Budget	\$ Change	% Change
			FY 2022 Budget vs FY 2021 Budget	
Personnel Services	76,036	82,809	6,773	8.9%
Non-Personnel Services	104,426	116,461	12,035	11.5%
Tideland Transfer	18,809	20,582	1,772	9.4%
Debt Service	70,335	73,859	3,523	5.0%
Capital Expenditures	379,723	329,085	(50,638)	-13.3%
Total	649,330	622,796	(26,534)	-4.1%

II. STRATEGIC ALIGNMENT OF GOALS AND RESOURCES

STRENGTHEN THE PORT'S COMPETITIVE POSITION THROUGH SECURE AND EFFICIENT MOVEMENT OF CARGO WHILE PROVIDING OUTSTANDING CUSTOMER SERVICE

The Port of Long Beach is a crucial economic engine, not only for the region, but for the entire nation as well. Given the importance of the Port's contribution to the regional and national economy, it is critical that we continuously strive to identify, develop and execute meaningful strategies that will improve operational efficiencies for our partners and stakeholders, increase cargo velocity through our facilities, and grow the competitive advantage that we currently have over other North American gateways. Since the beginning of the COVID-19 pandemic, the Port has taken a leadership role in the process of expediting Personal Protective Equipment (PPE) and providing operational solutions to address the cargo volume surge. And based on experience gained from operating in challenging environments, such as a Trade War and COVID-19 pandemic, it is equally important to apply lessons learned and ensure that the Port is ready for the next geopolitical event that could impact our operations, market position and financial viability.

The Port's objectives are to identify and capture new business opportunities, cultivate and grow existing business, and ensure efficient transportation of existing customers' cargoes. Success will be measured not only by gains in revenue and cargo volume, but also by gains in operating efficiency that serve to increase cargo velocity through our gateway. To achieve this, the Port engages in the following strategic initiatives:

- Develop strategic partnerships with ocean carriers, cargo owners, supply chain partners and other key decision makers
- Develop pricing strategies utilizing the Port Tariff and Lease Agreements
- Promote value-added services like off-dock container staging yards, and chassis depots
- Identify, develop and pursue new business opportunities that either complement or diversify our existing portfolio of businesses
- Ensure all available port real estate is either under contract and generating revenue, or specifically assigned to a project owner responsible to achieve that goal.
- Collaborate with tenants to co-develop marketing initiatives and new service offerings in order to maximize the return on port assets within the context of existing lease terms and agreements
- Promote the benefits and utilization of the Foreign Trade Zone (FTZ)
- Provide industry expertise and insight, and gate-way level political support as a means of driving economic development in the areas directly adjacent to the harbor district, in the Central Valley region of California, and in the transportation hubs and communities outside of California that have a strategic connection to The Port of Long Beach and our customers.
- Exceed our customer's expectations regarding customer service and operational excellence
- Fully exercise the Port's inherent strength as a convening authority to organize and focus the efforts of our service provider and stakeholder communities in order to ensure expedited handling of critical cargo in time of need

In FY 2022, the Port will continue to engage local, regional, national and international stakeholders in order to identify new business opportunities, create new relationships, and develop sustainable commercial programs and operational practices for our customers, partners and service providers. As the economy recovers, the Port will ensure that cargo will move through the Port without any impediment.

Industry Outreach

Marine terminal operators, ocean carriers, cargo owners, railroads, trucking companies and labor providers are integral parts to the Port's business success. The Board of Harbor Commissioners and staff frequently meet with these stakeholders throughout North America, Asia, Europe and Latin America to reinforce the Port's commitment to customer service and operational excellence.

In addition to meetings with individual stakeholders, the Port will continue to organize, sponsor and facilitate numerous outreach programs and events throughout FY 2022. These efforts are critical so that our customers, business partners and the public can better understand the current state of global trade and the world economy. These events are conducted virtually and to the extent possible, regionally, nationally and internationally with ocean carriers, cargo owners, logistic providers and supply chain partners.

The annual Pulse of the Ports Peak Season Forecast program comprises a cross-sectional representation of retail, manufacturing, and agricultural customers; transportation providers, and shipping industry leaders. Topics include the upcoming year's cargo forecast, goods movement trends and trade issues that are important to the San Pedro Bay. The Port will also continue to work closely with industry groups such as the Agriculture Transportation Coalition (AgTC), National Retail Federation (NRF), Retail Industry Leaders Association (RILA), Intermodal Association of North America (IANA) and the National Industrial Transportation League (NITL) to gauge market needs and forecast industry trends.

The Port's FY 2022 budget also reflects our new direction in deploying overseas representation. The majority of ocean carriers that call on the Port are headquartered in Asia, and there has been dramatic increases in trade with Southeast Asia. Therefore, we have decided to maintain our marketing representative in Singapore. The overseas representative helps promote our relationships with current and potential foreign trade partners and customers, and is also responsible for business development representation, promotion of Port policies and monitoring of international trade matters outside of the U.S.

MAINTAIN FINANCIAL STRENGTH AND SECURITY OF ASSETS

FY 2022 will mark another year of significant investment in Port infrastructure, safety, and environmental programs. The capital program, amounting to approximately \$1.6 billion in forecasted expenditures over the next ten years, will continue to replace aging infrastructure with new, modern and environmentally-sensitive marine terminals. These programs will include new rail facilities that will more efficiently and seamlessly move cargo throughout the local region and to its ultimate destination.

The FY 2022 budget projects operating revenue will be 8.7% higher than the FY 2021 budget, due to strong anticipated performance in containerized cargo volumes. The adopted budget also includes a \$20.6 million Tidelands Transfer, calculated at 5% of the estimated FY 2021 operating revenue.

The Port is committed to managing its finances and operations effectively and to developing a balanced budget that exceeds the Board-adopted ordinance requiring a minimum Debt Service Coverage Ratio (DSCR) of 2.0 and at least 600 days of unrestricted cash on-hand at all times.

As part of the budget development process, a stress test scenario was modeled showing that the Port of Long Beach is in a strong financial position to manage through a downturn; even one more severe than the 2008/2009 Great Recession.

Debt

Due to its dominant West Coast market position, naturally deep water, state-of-the-art facilities, diverse revenue stream, and stable finances, the Port's debt continues to be highly rated by major rating agencies: Fitch (AA); S&P (AA); Moody's (Aa2) – all with stable outlook.

The Port will continue to effectively manage the \$1.1 billion debt portfolio anticipated to be in place at the beginning of the fiscal year, with \$73.9 million in scheduled principal and interest payments. In addition, no new debt issuance is planned for FY 2022.

The Port's FY 2020 year-end DSCR was 4.09, which is well above the ratio of 1.25 required by its bond covenants as well as the Board ordinance of 2.0.

Financial Reporting

The Port received an unmodified (clean) audit opinion and, for the 37th consecutive year, a Certificate of Achievement for Excellence in Financial Reporting for its FY 2019 Comprehensive Annual Financial Report (CAFR). The Port will continue striving to achieve this prestigious recognition for financial reporting.

Safety and Security

Safety and security are top priorities at the Port, as is working closely with local, state, and federal agencies and Port stakeholders to plan and coordinate security measures. The FY 2022 adopted budget includes approximately \$98.4 million to enable the Port to meet the ongoing challenge of maintaining a safe and secure port complex.

The FY 2022 budget includes \$35.6 million for the construction of the second of two fire stations which support two state-of-the-art fireboat vessels and landside fire assets.

In FY 2022, \$8.6 million in grant funding and port revenue will continue to support and to enhance existing security systems, including the CCTV and Physical Security System Improvements and Security Fiber Optic Network Infrastructure.

Working with security partners at the local, state and federal levels, the Port will leverage regional resources to build layered defenses and resilience. The FY 2022 budget includes \$33.2 million to pay for services provided by the Long Beach Police and Fire departments, both of which are key partners in ensuring a safe and secure Harbor District.

Business Continuity

The Port has developed a comprehensive, all-hazard business continuity plan to facilitate the efficient and environmentally sound movement of cargo following a business disruption event. The plan focuses on: 1) maintaining a safe and secure port environment; 2) keeping the land and water infrastructure operational to the greatest extent possible, and, 3) ensuring that those objectives are performed in a legally and financially responsible manner.

Information Technology

Securing the Port's computer networks and data is critical to our goal of maintaining our financial strength and security of assets. Data and related information whether stored in our systems or exchanged with our external partners and stakeholders, is a key asset worth protecting against cyberattacks.

The Port approaches cybersecurity through a proactive, multi-threaded approach to ensure a layered defense. The Cybersecurity Framework utilized by the Port aligns with industry standards and regulations (focusing on National Institute of Standards and Technology). This standard recommends information security controls for information systems and organizations while documenting information security controls for all information systems with the exception for those designed for national security. This framework allows continual assessments and improvement of the Port's cybersecurity program.

The Port routinely utilizes respected and objective third-party consultants to perform risk assessments of its cybersecurity programs. The framework is used to assess the people, process and technology components. The Port also consults with regional and national entities such as the United States Coast Guard, the Federal Bureau of Investigation, Gartner, Inc., and the Center for Internet Security to benchmark its practices and stay abreast of emerging threats.

The Port's cybersecurity program is continually assessing and identifying the most valuable information that requires protection in addition to threats and risks facing the data. Even the most advanced technical tools, controls and information security capabilities can be circumvented by potentially exploiting insecure employee behavior. To this end, the Port's enterprise cybersecurity awareness program continually provides cybersecurity education and training for its employees and partners.

DEVELOP AND MAINTAIN STATE-OF-THE-ART INFRASTRUCTURE THAT ENHANCES PRODUCTIVITY AND EFFICIENCY IN GOODS MOVEMENT

The Port will continue to modernize and upgrade its facilities and infrastructure in FY 2022. The Port's Capital Program will focus on addressing increased cargo-handling efficiency with new technology and sustainable infrastructure, while building on its commitment to the environment and the community. The significant \$329.1 million investment in FY 2022 demonstrates the Port's continued commitment to its leadership role in an increasingly competitive market.

Major Capital Projects/Programs

The Port forecasts investing nearly \$1.6 billion over the next 10 years to increase cargo-handling efficiency and enhance competitiveness. This will also stimulate the local economy by generating thousands of direct construction jobs, indirect service, and commercial opportunities. Major projects that will continue for the upcoming year include:

<i>Project / Program</i>	<i>FY 2022 Adopted Budget (in thousands)</i>	<i>FY 2021 Adopted Budget (in thousands)</i>
<i>Rail (Pier B On-Dock Rail Support Facility and Port-Wide Rail Portfolio)</i>	\$77,039	\$79,583
<i>Gerald Desmond Bridge Replacement</i>	\$53,156	\$84,538
<i>Port-wide Security & Safety Projects</i>	\$49,239	\$29,597
<i>Pier G Wharf Improvement Project</i>	\$38,444	\$7,351
<i>Public Works General Infrastructure</i>	\$33,796	\$33,077
<i>Middle Harbor Redevelopment (Piers D/E/F)</i>	\$17,945	\$85,519

Rail

The \$970 million rail portfolio of the Capital Program includes critical rail projects designed to reduce bottlenecks and increase the efficient movement of cargo while promoting a mode-shift from truck to rail. The portfolio of several rail improvement projects adds a total net increase of approximately 143,000-feet of new railroad tracks to complement the Port's five on-dock rail terminals. The largest component is the Pier B On-Dock Rail Support Facility program, which will construct a significant new staging yard to sort and stage trains while adding 10,000-ft long tracks to improve the Port's ability to accommodate long trains. This program will be under various stages of design and right of way acquisition during FY 2022. The Double Track Access between Piers G and J project will reduce conflicts between long trains staged for departure and terminal switching to pick-up and drop-off rail cars at the Piers G & J on-dock rail yards. The project will alleviate a 1-mile bottleneck of single track by adding a second parallel track between the two terminals. This project is scheduled to be complete in FY 2022. The Fourth Track at Ocean Boulevard will also eliminate a bottleneck through the addition of a new track resulting in four contiguous rail tracks through this area of the Port improving switching and arrival and departure coordination among piers E, F, G & J. This project is scheduled to begin construction in FY 2022. The Terminal Island Wye Track Realignment will double track the Pier S lead, reducing conflicts between the Pier T on-dock rail yard and the break bulk terminals at Pier T East. This project is scheduled to begin construction in FY 2022. Collectively, these projects will position the Port to meet 2040 cargo projections to convert long-haul truck trips to

train trips, which is critical in meeting the Port's Clean Air Action Plan and to meet the cargo demands and performance objectives set in the 2020 San Pedro Bay Rail Study Update.

Gerald Desmond Bridge Replacement

Construction of the new cable-stayed bridge is complete and in use. The new bridge is higher than the old Gerald Desmond Bridge, providing more clearance for new and future larger vessels, and is wider, improving traffic flow and safety, and includes other features such as a bike and pedestrian path. Bid and award of a contract to demolish the old Gerald Desmond Bridge is anticipated to be completed in FY 2021. Demolition work will be underway throughout FY 2022 and completed in FY 2023.

Port-wide Security & Safety Projects

The Port continues to invest in fire safety facilities designed to protect the lives of those who work in the Harbor District as well as assets being constructed through the Capital Program, ships and cargo. These facilities include two new fireboat stations with one located in the outer harbor and the other in the inner harbor to minimize response times to both areas. Fireboat Station 15 located in the outer harbor was completed in FY 2021, and Fireboat Station 20 located in the inner harbor will be under construction in FY 2022 and is scheduled to be completed in FY 2023. These fire safety facilities are a critical element supporting the Port's ability to return to normal operations following an incident.

Pier G Wharf Improvements

Construction of the Pier G Berth G236 Wharf Improvement project will enable this berth to accommodate larger vessels that are projected to call. This project will be under construction throughout FY 2022 and is scheduled to be completed in FY 2023. Upon completion, the Pier G container terminal will have two berths capable of handling vessels up to 14,000 TEU, and a third berth capable of receiving smaller vessels. The project includes lengthening of berth G236 wharf by approximately 240 feet, including dredging, pile driving fill, surcharge, paving, crane power and a new shore power outlet for plugging in vessels while at-berth.

Public Works General Infrastructure

The Port's Ten-Year Capital Program forecast comprehensively addresses its public works infrastructure based upon condition-assessments and corresponding improvement plans. These plans address sewer, water, storm-drain, streets and public access. Projects under construction and scheduled to be completed in FY 2022 include: the South Waterfront & Pier J Bike & Pedestrian Path segments 2 through 6 by the 1st quarter, which connects the south waterfront public path from the Harry Bridges Park to the Pier J fishing area; and the Coastal Bike Trail Connector at Ocean Blvd. by the 4th quarter, which will link the LA River trail to the Gerald Desmond Bridge path to Golden Shore. Another notable infrastructure project is the Pier G Avenue Infrastructure Improvement project, which consists of sewer, storm drain, water, and paving improvements, which is anticipated to be completed at the end of FY 2022.

Middle Harbor Redevelopment

The Middle Harbor redevelopment Program combines two outdated terminals into one modern, contiguous 304 acre terminal. This program is being constructed in three phases. Phases 1 and 2 are complete and in operation. Phase 3 is currently under construction and anticipated to be in operation in FY 2021. Remaining work in FY 2022 includes construction of a second battery exchange facility to support the terminal's zero-emission cargo handling equipment and the expansion of the terminal's main truck gate.

At completion of Phase 3 and the tenant's commissioning of the newly completed areas, this terminal area will have a total annual throughput capacity of 3.3M TEUs, with up to 1.1M TEUs of on-dock rail capacity, and will be able to accommodate the largest container vessels being planned. The Middle Harbor Terminal will have the ability to move twice the amount of cargo as compared to the combined former Pier F and Pier E terminals, while reducing operating emissions by half.

IMPROVE THE ENVIRONMENT THROUGH SUSTAINABLE PRACTICES AND THE REDUCTION OF ENVIRONMENTAL IMPACTS FROM PORT OPERATIONS AND DEVELOPMENT

Advancing our position as the Green Port requires supporting cutting edge, efficient, sustainable and environmentally sensitive port operations. The Port is making substantial investments to improve the environment through sustainable practices and reduce the environmental impacts from Port operations and development. Planning for the necessary investments in operational improvements, terminal development, and supporting infrastructure, consistent with the long range goals of the Port and its stakeholders, is essential to achieving this goal.

Through the implementation of innovative and sustainable environmental policies in FY 2022, the Port will continue to operate one of the most environmentally-friendly seaports in the world. The budget allocates \$26.5 million to improve the environment and reduce environmental impacts from Port operations and development through aggressive environmental programs aimed at improving air and water quality, cleaning soil and undersea sediments, protecting wildlife habitat, and creating a “sustainable” Port for the benefit of future generations.

Long-Term Land Use and Infrastructure Planning

Port Master Plan

Since the passing of the California Coastal Act in 1976, planned development in the Harbor District has been subject to approval by the California Coastal Commission. The Port Master Plan, originally certified by the Coastal Commission in 1978, lays out the anticipated port operations and development projects and acts as a guide for future port development. The Port initiated the process for updating the Port Master Plan in FY 2017 and is working toward Board approval of the updated plan and associated program EIR and certification by the California Coastal Commission.

Long-Range Development Planning

The Port is initiating a long range comprehensive development plan that will serve as a guide for future growth and development through 2050. The Plan will synthesize existing plans and studies, and detail near-term and long-term development of facilities and infrastructure to align with the Port’s strategic goals. Further, the plan will strengthen the Port’s competitive position over the coming decades by 1) outlining a flexible roadmap for development that will be responsive to anticipated cargo demand and customer needs, 2) identifying opportunities to develop Port land for the highest and best use, 3) increasing operational efficiency and reliability in goods movement, 4) supporting achievement of a favorable return on Port investments, 5) reducing the environmental impacts from Port-related operations, and 6) maintaining the Port’s role as an economic engine for the region, state, and nation. The plan will articulate a vision of the “Port of the Future” and a flexible roadmap to get there, support department-wide alignment, and aid in resource and financial planning.

Multimodal Transportation Study

In support of the Port’s strategic objective to identify and implement actions that will improve operational efficiency and increase port productivity, the Port will be conducting a Multimodal Transportation Study to address access and circulation needs at the Port of Long Beach to enhance the movement of people and freight by various modes. The study will identify, evaluate, and integrate multimodal transportation improvements within the Port’s Harbor District over the next 20-25 years and will build upon existing initiatives including the Port Master Plan

(PMP), Clean Air Action Plan, Rail Study, and Port Truck Drayage Primer, and will take into consideration transportation and freight-related trends and needs and explore infrastructure, operational and technology solutions for the Port's rail, roadway and bicyclist/pedestrian systems.

Environmental Sustainability

Air Programs

In 2005, the Port adopted its Green Port Policy, reducing the impacts of goods movement on human health and the environment, which continues to be a top priority. Sources of port-related air emissions include ocean-going vessels, heavy-duty trucks, harbor craft, cargo-handling equipment and railroad locomotives. By 2019, the Port-related mobile sources had cut production of diesel particulates by 88% compared to 2005. In addition, nitrogen oxides were down 58% and sulfur oxides were down 97% over the same period. In November 2017, the Port renewed its commitment to be a leader in reductions of toxic emissions and health risk by partnering with the Port of Los Angeles to approve the 2017 Update to the San Pedro Bay Port Clean Air Action Plan (CAAP). The update to the CAAP outlines new strategies for addressing impacts and identifies goals to implement zero emissions technologies, greenhouse gas reductions and energy strategies. In FY 2022, the Port will continue to support clean technology demonstrations and development of programs as guided by the 2017 CAAP Update. In addition, during FY 2022, the Port will also continue its air monitoring programs and annual emissions inventory to provide the public with information on air quality conditions and any emission reductions achieved.

Water Programs

The Port of Long Beach will continue to implement programs identified in the Water Resources Action Plan (WRAP) which was developed jointly by the Port of Long Beach and Port of Los Angeles and adopted in 2009. The WRAP outlines the Ports' water quality programs and strategies for maintaining and improving harbor waters. In addition, during FY 2022, the Port will continue its significant efforts related to complying with regulatory programs, such as the Total Maximum Daily Load (TMDL) and the statewide Industrial General Permit, Construction Storm Water Permit and the Long Beach Municipal Permit. The Port continues to investigate opportunities for the sustainable management of contaminated and non-contaminated sediments within the Harbor District. Work performed in response to the TMDL requirements will include conducting required monitoring, developing implementation plans as well as carrying out special studies to gain a better understanding of the water quality and sediment in the harbor, the levels of pollution in fish, and the links to the health of the harbor ecosystem.

Green Flag and Green Ship Incentives

The Port's award-winning Green Flag incentive program will continue to reward vessel operators that slow down to 12 knots or less within 20 or 40 nautical miles (nm) of Point Fermin. Vessels operating at slower speeds produce reduced emissions. Voluntary compliance with the program remains high, with 2020 data indicating 96% compliance of all vessels participating within 20 nm and 90% compliance within 40 nm. Green Flag Incentive Program Participants received approximately \$3.7 million in dockage discounts in 2020.

Launched in 2012, the Green Ship Incentive Program encourages vessels with the lowest NOx emission engines to call at the Port of Long Beach. Continuing in FY 2021, vessels with engines meeting the Tier 2 or Tier 3 engine standards receive financial incentives of \$2,500 or \$6,000 per call, respectively. Tier 2 engines (as designated by the International Maritime Organization) are 15% cleaner than the Tier 1 engines predominantly in use, and Tier 3 engines are 80%

cleaner than Tier 1. Since the program started, the Port has seen a steady increase in vessels meeting the cleaner standards. In 2020, approximately 42% of the vessel calls at the Port were eligible for the Green Ship Incentive Program and the Port issued \$1.7 million in incentive payments

CAAP Technology Advancement Program

The Port's Technology Advancement Program (TAP) to support the CAAP is a joint effort with the Port of Los Angeles, and provides funding toward demonstration projects of new and emerging air pollution reduction technologies. To date, the Ports have funded more than 40 demonstration projects, including zero emissions trucks, alternative at-berth emission controls for vessels, hybrid tug boats, retrofit devices for terminal equipment and locomotives, and other alternative fueled heavy-duty equipment. The Port has budgeted \$2.2 million for TAP air pollution reduction technology projects in FY 2022.

Since 2017, the Port received awards totaling \$78.1 million in state grant funds for projects that support the Clean Air Action Plan and the Energy Initiative. The Zero Emissions Terminal Equipment Transition Project will demonstrate zero-emissions yard tractors and charging infrastructure at three container terminals, and natural gas hybrid trucks capable of zero emissions miles. The Commercialization of the Port of Long Beach Off Road Technology Demonstration Project will demonstrate zero-emissions yard tractors and top picks at two container terminals. Sustainable Terminals Accelerating Regional Transformation Project will demonstrate more than 100 pieces of zero-emissions terminal equipment and trucks at three California seaports, a near-zero emissions tugboat and two Tier 3 ships. The Port of Long Beach Microgrid – Resilience for Critical Facilities project will install renewable energy, battery storage and microgrid controls at the Port's Joint Command and Control Center, a critical facility for incident command operations in the port complex. Funding was obtained for zero emission infrastructure at one of our container terminals.

Community Grant Program

In mid-2016, the Board approved a revised Community Grants Mitigation Program that established a \$46.4 million fund to be allocated over the next 12 to 15 years. Through the Program, the Port will provide grants in the areas of Community Health, Facility Improvements and Community Infrastructure for projects that address port related impacts in the priority zone. The first awards under the new program began in 2017 for air filters and health programs. Solicitations were released in 2020 for healthcare programs and tree plantings. Recommended projects will go to the Board for award in Q2 2021. The Port's commitment to this program in FY 2022 will total \$3.0 million.

BROADEN COMMUNITY ACCESS TO PORT-RELATED OPPORTUNITIES AND ECONOMIC BENEFITS

The Port of Long Beach, through the Communications and Community Relations Division, informs and engages diverse stakeholders, the media and the general public to promote trade and fulfill its responsibilities as a public agency. A robust communications program is essential to the operation, administration and development of a major seaport like the Port of Long Beach, the second-busiest in North America. From local residents to international corporations, to Port stakeholders, customers and other agencies, it is crucial that we tell the story of our initiatives, successes and challenges, and gather input from our stakeholders as we serve the industry and the community as the Port of Choice.

The FY 2022 budget includes funding to promote the Port's maritime and commercial interests in a variety of ways, as well as educate groups with campaigns targeting our industry, customers, community and students.

The Communications Division courts local, national and international media, while also connecting with stakeholders in many ways. The Port continues to expand the use of digital assets, social media engagement, video production, and interactive elements to serve a larger audience and highlight the benefits of trade in Long Beach.

Reaching out to the local community to broaden access to Port-related opportunities and economic benefits as well as create awareness and build support for Port initiatives is essential. Popular ways we accomplish this are through public harbor tours, land tours, community engagement programs and advertising. This year, the Port will host more than 50 harbor tours, including visits for students, international visitors, community groups, industry and culturally diverse organizations.

The FY 2022 budget includes \$1.0 million for community sponsorships. The sponsorships support a vital aspect of our community and provide invaluable advertising and engagement opportunities. In the past, this funding has been used to promote the Port at civic events and with local non-profit organizations.

To promote trade and develop the workforce of the future as well as broaden access to economic benefits, the Port continues its groundbreaking partnerships with the Long Beach Unified School District's Academy of Global Logistics, the Maritime Center of Excellence at Long Beach City College, and its partnership with the Long Beach College Promise. A new partnership with LBUSD at Jordan High School will launch in FY 2022 as well. These programs are a model for other Long Beach-area businesses to take real-world experiences into the classroom. The Port also offers paid internships for high school and college students, and provides college scholarships for area students.

The Communications and Community Relations Division will support and enhance the Port's programs by hosting dozens of community events attended by more than 150,000 people, issuing numerous news releases, achieving nearly 11 million social media impressions, creating hundreds of advertisements and presentations, capturing more than 10,000 photographs and triple the video coverage, in order to fully communicate everything the Port of Long Beach offers to its stakeholders locally, nationally and internationally.

ATTRACT, DEVELOP AND RETAIN A DIVERSE, HIGH-PERFORMING WORKFORCE

Port teammates (employees) are fundamental to the organization's ongoing success, and the foundation of that success is the attraction, retention, development and inspiration of a high-performing workforce. This is achieved through a number of platforms and programs including the effective methods used to acquire and manage talent and performance by recognizing high performance with promotions, learning opportunities and/or career paths.

The Port of Long Beach is committed to creating an inclusive, equitable and diverse work environment, with the ultimate goal of making belonging a norm. We hire amazing qualified teammates from a wide variety of backgrounds and experiences. We recognize that embracing our differences, and establishing an environment that encourages a diversity of viewpoints and perspectives, makes us a stronger, more effective organization. We invite all of our teammates to bring their whole selves to work. We are huge advocates of LIFE/WORK BLEND – where LIFE leads the pack. Our teammates arrive daily with the ethos to collaborate, foster intellectual curiosity and provide unparalleled service. The Port's Human Capital is the single most important differentiator in making it the global industry leader.

III. REVENUES AND EXPENDITURES

	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget	FY 2022 Budget vs FY 2021 Budget
<u>UNRESTRICTED SOURCES OF FUNDS (\$000)</u>				
REVENUES FOR FISCAL YEAR				
OPERATING REVENUES	380,658	411,638	413,953	33,295
SALE OF ASSETS	2,136	4,935	12,336	10,200
NON-OPERATING REVENUES	51,728	29,987	77,971	26,243
CASH AVAILABLE THROUGH NEW DEBT	-	550,000	-	-
CASH AVAILABLE THROUGH EXISTING DEBT	-	71,393	-	-
FROM FUND BALANCE	214,808	-	118,536	(96,272)
TOTAL SOURCES OF FUNDS AVAILABLE	649,330	1,067,953	622,796	(26,534)
<u>USES OF FUNDS (\$000)</u>				
EXPENDITURES FOR FISCAL YEAR				
PERSONNEL SERVICES	76,036	74,174	82,809	6,773
NON-PERSONNEL SERVICES				
Port Operations	61,959	64,444	70,698	8,738
Interdepartmental Charges	40,182	39,795	43,371	3,190
Furniture, Fixtures, and Equipment	2,285	2,361	2,391	106
NON-PERSONNEL SERVICES	104,426	106,600	116,461	12,035
TOTAL OPERATING EXPENSES	180,462	180,774	199,270	18,808
TIDELANDS TRANSFERS	18,809	19,931	20,582	1,772
DEBT SERVICE	70,335	70,470	73,859	3,523
DEBT PAYDOWN	-	522,050	-	-
CAPITAL EXPENDITURES	379,723	264,333	329,085	(50,638)
TO FUND BALANCE	-	10,395	-	-
TOTAL USES OF FUNDS	649,330	1,067,953	622,796	(26,534)

STATEMENT OF ANTICIPATED REVENUES

Thousands of dollars (\$000s)	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget	% CHANGE	
				FY 2021 Estd. Actual vs FY 2021 Budget	FY 2022 Budget vs FY 2021 Budget
OPERATING REVENUES					
FACILITIES					
CONTAINER TERMINALS	287,608	312,040	316,467	8.5%	10.0%
PETROLEUM TERMINALS	18,379	18,687	18,888	1.7%	2.8%
DRY BULK TERMINALS	30,926	34,805	36,107	12.5%	16.8%
BREAKBULK TERMINALS	29,927	23,863	23,628	-20.3%	-21.0%
TOTAL FACILITIES	366,840	389,395	395,090	6.1%	7.7%
RENTALS	11,096	19,238	15,846	73.4%	42.8%
MISCELLANEOUS	2,722	3,005	3,017	10.4%	10.8%
TOTAL OPERATING REVENUES	380,658	411,638	413,953	8.1%	8.7%
NON OPERATING REVENUES					
FUNDS FROM OTHER GOVERNMENTAL AGENCIES					
OTHER GRANTS	17,783	13,337	18,447	-25.0%	3.7%
GDB GRANT REIMBURSEMENT	19,945	7,612	50,000	-61.8%	150.7%
TOTAL REV. FROM OTHER GOVERNMENTAL AGENCIES	37,728	20,949	68,447	-44.5%	81.4%
OTHER NON-OPERATING INCOME					
INTEREST INCOME	10,000	5,038	5,524	-49.6%	-44.8%
ICTF	2,000	2,000	2,000	0.0%	0.0%
CLEAN TRUCK PROGRAM FEES	2,000	2,000	2,000	0.0%	0.0%
SALE OF ASSETS	2,136	4,935	12,336	131.0%	477.4%
TOTAL OTHER NON-OPERATING INCOME	16,136	13,973	21,860	-13.4%	35.5%
TOTAL NON OPERATING REVENUES	53,864	34,922	90,307	-35.2%	67.7%
TOTAL REVENUE	434,522	446,560	504,260	2.8%	16.0%

IV. PERSONNEL AND NON-PERSONNEL BUDGET SUMMARIES

PERSONNEL BUDGET: SUMMARY BY DIVISION AND BUREAU SUMMARY OF FTEs AND PERSONNEL EXPENSES

DIVISION AND BUREAU	FULL-TIME EQUIVALENT (FTE)			DOLLARS		
	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
EXECUTIVE OFFICES BUREAU						
BOARD OF HARBOR COMMISSIONERS	10.6	10.3	10.6	636,570	572,652	643,484
Commissioners	5.0	5.0	5.0	30,000	30,000	30,000
Full-Time	5.0	4.7	5.0	579,888	515,970	584,418
Part-Time & NC	0.6	0.6	0.6	26,682	26,682	29,066
EXECUTIVES	13.0	13.0	13.0	4,159,688	4,125,030	4,333,820
Full-Time	13.0	13.0	13.0	2,538,798	2,538,798	2,646,385
Other personnel expenses				1,620,890	1,586,232	1,687,435
EXECUTIVE OFFICES	23.6	23.3	23.6	4,796,258	4,697,682	4,977,304
COMMUNICATIONS	20.0	20.0	21.0	2,881,450	2,853,828	3,227,034
Full-Time	19.0	19.0	20.0	1,746,739	1,746,739	1,978,812
Part-Time & NC	1.0	1.0	1.0	48,812	48,812	51,282
Other personnel expenses				1,085,899	1,058,277	1,196,940
GOVERNMENT RELATIONS	4.0	4.0	4.0	695,406	695,406	733,336
Full-Time	4.0	4.0	4.0	421,904	421,904	447,025
Other personnel expenses				273,502	273,502	286,311
HUMAN RESOURCES SERVICES	22.0	20.2	21.0	2,866,909	2,757,693	3,124,843
Full-Time	22.0	20.2	21.0	1,779,609	1,711,625	1,967,668
Other personnel expenses				1,087,300	1,046,069	1,157,175
FINANCE & ADMINISTRATION BUREAU						
FINANCE	29.0	27.5	29.0	4,589,148	4,381,909	4,889,044
Full-Time	29.0	27.5	29.0	2,920,058	2,789,070	3,133,541
Other personnel expenses				1,669,090	1,592,840	1,755,503
RISK MANAGEMENT	12.0	11.7	13.0	1,674,171	1,645,844	1,855,712
Full-Time	12.0	11.7	13.0	1,122,658	1,094,678	1,246,868
Wages allocated to CIP				(102,663)	(87,263)	(108,759)
Other personnel expenses				654,176	638,429	717,603
REAL ESTATE	10.0	10.0	11.0	1,522,960	1,638,970	1,987,900
Full-Time	10.0	10.0	11.0	1,075,748	1,064,682	1,318,670
Wages allocated to CIP				(181,328)	(48,132)	(77,264)
Other personnel expenses				628,540	622,420	746,494
INFORMATION MANAGEMENT	28.0	27.0	32.0	4,141,857	4,296,602	5,431,922
Full-Time	28.0	27.0	32.0	3,219,947	3,108,115	3,969,906
Wages allocated to CIP				(1,038,358)	(706,561)	(867,456)
Other personnel expenses				1,960,268	1,895,048	2,329,473
FINANCE & ADMINISTRATION BUREAU	79.0	76.2	85.0	11,928,136	11,963,325	14,164,578
COMMERCIAL OPERATIONS BUREAU						
BUSINESS DEVELOPMENT	16.0	16.0	16.0	2,698,982	2,614,054	2,769,199
Full-Time	15.0	15.0	15.0	1,654,971	1,629,647	1,701,285
Part-Time & NC	1.0	1.0	1.0	48,812	48,812	51,282
Other personnel expenses				995,199	935,595	1,016,632

**PERSONNEL BUDGET: SUMMARY BY DIVISION AND BUREAU
SUMMARY OF FTEs AND PERSONNEL EXPENSES**

DIVISION AND BUREAU	FULL-TIME EQUIVALENT (FTE)			DOLLARS		
	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
TENANT SERVICES & OPERATIONS	14.0	12.8	14.0	2,096,878	1,964,934	2,194,857
Full-Time	14.0	12.8	14.0	1,314,241	1,238,880	1,381,372
Other personnel expenses				782,637	726,054	813,485
SECURITY	101.0	92.0	102.0	12,621,724	12,952,097	13,537,342
Full-Time	99.0	90.5	100.0	7,492,048	6,960,519	8,091,132
Part-Time & NC	2.0	1.5	2.0	97,624	73,218	102,564
Wages allocated to CIP				(158,324)	(120,089)	(166,774)
Other personnel expenses				5,190,375	6,038,449	5,510,420
COMMERCIAL OPERATIONS BUREAU	131.0	120.8	132.0	17,417,583	17,531,085	18,501,398
PLANNING & ENVIRONMENTAL AFFAIRS BUREAU						
ENVIRONMENTAL PLANNING	25.0	24.8	26.0	3,491,925	3,384,533	3,963,010
Full-Time	25.0	24.8	26.0	2,701,749	2,663,149	3,016,998
Wages allocated to CIP				(813,231)	(850,726)	(817,425)
Other personnel expenses				1,603,407	1,572,109	1,763,438
MASTER PLANNING	8.0	6.2	8.0	1,391,255	1,061,713	1,456,450
Full-Time	8.0	6.2	8.0	905,341	680,004	951,366
Wages allocated to CIP				(22,451)	(2,021)	(22,577)
Other personnel expenses				508,365	383,730	527,661
TRANSPORTATION PLANNING	8.0	7.1	8.0	1,226,885	1,114,866	1,321,905
Full-Time	7.0	6.1	7.0	775,198	694,615	836,427
Part-Time & NC	1.0	1.0	1.0	48,812	48,812	51,282
Wages allocated to CIP				(42,391)	(29,837)	(37,267)
Other personnel expenses				445,265	401,276	471,463
PLANNING & ENVIRONMENTAL AFFAIRS BUREAU	41.0	38.0	42.0	6,110,065	5,561,112	6,741,366
ENGINEERING SERVICES BUREAU						
ENGINEERING OPERATIONS	3.0	3.0	3.0	478,987	478,987	500,517
Full-Time	3.0	3.0	3.0	305,119	305,119	320,028
Other personnel expenses				173,868	173,868	180,489
DESIGN	54.5	50.8	54.5	6,123,527	5,785,076	6,521,442
Full-Time	54.0	50.3	54.0	5,761,782	5,399,635	6,171,677
Part-Time & NC	0.5	0.5	0.5	24,406	24,406	25,641
Wages allocated to CIP				(2,951,842)	(2,693,129)	(3,140,521)
Other personnel expenses				3,289,182	3,054,164	3,464,645
MAINTENANCE	96.5	87.0	99.5	11,582,311	10,410,646	12,183,059
Full-Time	95.0	85.5	98.0	6,959,432	6,303,134	7,350,147
Part-Time & NC	1.5	1.5	1.5	55,755	55,755	56,873
Wages allocated to CIP				(174,681)	(63,285)	(182,515)
Other personnel expenses				4,741,804	4,115,042	4,958,554
SURVEY	24.5	22.2	24.5	1,813,574	1,974,596	1,821,934
Full-Time	23.0	21.2	24.0	2,149,121	1,991,204	2,339,885
Part-Time & NC	1.5	1.0	0.5	73,218	48,812	25,641
Wages allocated to CIP				(1,760,865)	(1,296,009)	(1,994,817)
Other personnel expenses				1,352,100	1,230,589	1,451,225
PROGRAM MANAGEMENT	29.0	27.4	29.0	2,482,188	2,667,692	3,048,774
Full-Time	29.0	27.4	29.0	3,576,869	3,374,780	3,800,355
Wages allocated to CIP				(3,115,770)	(2,614,528)	(2,866,021)
Other personnel expenses				2,021,088	1,907,441	2,114,439
CONSTRUCTION MANAGEMENT	56.5	54.0	56.5	4,866,656	4,771,773	5,183,308
Full-Time	55.0	53.3	55.0	5,589,705	5,422,954	6,026,122
Part-Time & NC	1.5	0.8	1.5	73,218	36,609	76,923
Wages allocated to CIP				(4,300,088)	(4,139,892)	(4,652,792)
Other personnel expenses				3,503,820	3,452,102	3,733,055

**PERSONNEL BUDGET: SUMMARY BY DIVISION AND BUREAU
SUMMARY OF FTEs AND PERSONNEL EXPENSES**

DIVISION AND BUREAU	FULL-TIME EQUIVALENT (FTE)			DOLLARS		
	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
PROJECT CONTROLS	16.0	16.0	16.0	1,992,954	2,025,492	2,080,309
Full-Time	16.0	16.0	16.0	1,819,503	1,840,772	1,948,753
Wages allocated to CIP				(840,509)	(848,624)	(936,703)
Other personnel expenses				1,013,960	1,033,344	1,068,259
ENGINEERING SERVICES BUREAU	280.0	260.4	283.0	29,340,196	28,114,263	31,339,342
Total Commissioners	5.0	5.0	5.0	30,000	30,000	30,000
Total Full-Time	585.0	549.0	597.0	56,410,428	53,495,992	61,228,840
Total Part-Time & NC	10.6	8.9	9.6	497,339	411,918	470,553
Wages allocated to CIP				(15,502,500)	(13,500,095)	(15,870,892)
Other personnel expenses				34,600,735	33,736,578	36,950,700
TOTAL DEPARTMENT	600.6	562.9	611.6	76,036,003	74,174,394	82,809,201

**PERSONNEL BUDGET: SUMMARY BY DIVISION AND BUREAU
SUMMARY OF FTEs AND WAGES ONLY**

DIVISION AND BUREAU	FULL-TIME EQUIVALENT (FTE)			DOLLARS		
	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
EXECUTIVE OFFICES BUREAU						
BOARD OF HARBOR COMMISSIONERS	10.6	10.3	10.6	636,570	572,652	643,484
Commissioners	5.0	5.0	5.0	30,000	30,000	30,000
Full-Time	5.0	4.7	5.0	579,888	515,970	584,418
Part-Time & NC	0.6	0.6	0.6	26,682	26,682	29,066
EXECUTIVES	13.0	13.0	13.0	2,538,798	2,538,798	2,646,385
Full-Time	13.0	13.0	13.0	2,538,798	2,538,798	2,646,385
EXECUTIVE OFFICES	23.6	23.3	23.6	3,175,368	3,111,450	3,289,869
COMMUNICATIONS	20.0	20.0	21.0	1,795,551	1,795,551	2,030,094
Full-Time	19.0	19.0	20.0	1,746,739	1,746,739	1,978,812
Part-Time & NC	1.0	1.0	1.0	48,812	48,812	51,282
GOVERNMENT RELATIONS	4.0	4.0	4.0	421,904	421,904	447,025
Full-Time	4.0	4.0	4.0	421,904	421,904	447,025
HUMAN RESOURCES SERVICES	22.0	20.2	21.0	1,779,609	1,711,625	1,967,668
Full-Time	22.0	20.2	21.0	1,779,609	1,711,625	1,967,668
FINANCE & ADMINISTRATION BUREAU						
FINANCE	29.0	27.5	29.0	2,920,058	2,789,070	3,133,541
Full-Time	29.0	27.5	29.0	2,920,058	2,789,070	3,133,541
RISK MANAGEMENT	12.0	11.7	13.0	1,122,658	1,094,678	1,246,868
Full-Time	12.0	11.7	13.0	1,122,658	1,094,678	1,246,868
REAL ESTATE	10.0	10.0	11.0	1,075,748	1,064,682	1,318,670
Full-Time	10.0	10.0	11.0	1,075,748	1,064,682	1,318,670
INFORMATION MANAGEMENT	28.0	27.0	32.0	3,219,947	3,108,115	3,969,906
Full-Time	28.0	27.0	32.0	3,219,947	3,108,115	3,969,906
FINANCE & ADMINISTRATION BUREAU	79.0	76.2	85.0	8,338,411	8,056,545	9,668,985
COMMERCIAL OPERATIONS BUREAU						
BUSINESS DEVELOPMENT	16.0	16.0	16.0	1,703,783	1,678,459	1,752,567
Full-Time	15.0	15.0	15.0	1,654,971	1,629,647	1,701,285
Part-Time & NC	1.0	1.0	1.0	48,812	48,812	51,282
TENANT SERVICES & OPERATIONS	14.0	12.8	14.0	1,314,241	1,238,880	1,381,372
Full-Time	14.0	12.8	14.0	1,314,241	1,238,880	1,381,372
SECURITY	101.0	92.0	102.0	7,589,672	7,033,737	8,193,696
Full-Time	99.0	90.5	100.0	7,492,048	6,960,519	8,091,132
Part-Time & NC	2.0	1.5	2.0	97,624	73,218	102,564
COMMERCIAL OPERATIONS BUREAU	131.0	120.8	132.0	10,607,696	9,951,076	11,327,635
PLANNING & ENVIRONMENTAL AFFAIRS BUREAU						
ENVIRONMENTAL PLANNING	25.0	24.8	26.0	2,701,749	2,663,149	3,016,998
Full-Time	25.0	24.8	26.0	2,701,749	2,663,149	3,016,998
MASTER PLANNING	8.0	6.2	8.0	905,341	680,004	951,366
Full-Time	8.0	6.2	8.0	905,341	680,004	951,366
TRANSPORTATION PLANNING	8.0	7.1	8.0	824,010	743,427	887,709
Full-Time	7.0	6.1	7.0	775,198	694,615	836,427
Part-Time & NC	1.0	1.0	1.0	48,812	48,812	51,282
PLANNING & ENVIRONMENTAL AFFAIRS BUREAU	41.0	38.0	42.0	4,431,100	4,086,581	4,856,073

**PERSONNEL BUDGET: SUMMARY BY DIVISION AND BUREAU
SUMMARY OF FTEs AND WAGES ONLY**

DIVISION AND BUREAU	FULL-TIME EQUIVALENT (FTE)			DOLLARS		
	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
ENGINEERING SERVICES BUREAU						
ENGINEERING OPERATIONS	3.0	3.0	3.0	305,119	305,119	320,028
Full-Time	3.0	3.0	3.0	305,119	305,119	320,028
DESIGN	54.5	50.8	54.5	5,786,188	5,424,041	6,197,318
Full-Time	54.0	50.3	54.0	5,761,782	5,399,635	6,171,677
Part-Time & NC	0.5	0.5	0.5	24,406	24,406	25,641
MAINTENANCE	96.5	87.0	99.5	7,015,187	6,358,889	7,407,020
Full-Time	95.0	85.5	98.0	6,959,432	6,303,134	7,350,147
Part-Time & NC	1.5	1.5	1.5	55,755	55,755	56,873
SURVEY	24.5	22.2	24.5	2,222,339	2,040,016	2,365,526
Full-Time	23.0	21.2	24.0	2,149,121	1,991,204	2,339,885
Part-Time & NC	1.5	1.0	0.5	73,218	48,812	25,641
PROGRAM MANAGEMENT	29.0	27.4	29.0	3,576,869	3,374,780	3,800,355
Full-Time	29.0	27.4	29.0	3,576,869	3,374,780	3,800,355
CONSTRUCTION MANAGEMENT	56.5	54.0	56.5	5,662,923	5,459,563	6,103,045
Full-Time	55.0	53.3	55.0	5,589,705	5,422,954	6,026,122
Part-Time & NC	1.5	0.8	1.5	73,218	36,609	76,923
PROJECT CONTROLS	16.0	16.0	16.0	1,819,503	1,840,772	1,948,753
Full-Time	16.0	16.0	16.0	1,819,503	1,840,772	1,948,753
ENGINEERING SERVICES BUREAU	280.0	260.4	283.0	26,388,128	24,803,179	28,142,045
Total Commissioners	5.0	5.0	5.0	30,000	30,000	30,000
Total Full-Time	585.0	549.0	597.0	56,410,428	53,495,992	61,228,840
Total Part-Time & NC	10.6	8.9	9.6	497,339	411,918	470,553
TOTAL DEPARTMENT	600.6	562.9	611.6	56,937,767	53,937,911	61,729,393

PERSONNEL BUDGET: SUMMARY OF FRINGE BENEFITS

FRINGE BENEFITS	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
PERS/PARS	16,948,494	16,356,371	18,459,134
FICA & MEDICARE	4,192,728	4,046,248	4,559,736
HEALTH INSURANCE	6,039,217	5,828,227	5,705,993
DENTAL INSURANCE	555,289	535,889	566,897
LIFE INSURANCE	71,938	69,425	140,207
OTHER FRINGE	2,326,086	1,624,488	2,652,120
WORKERS' COMPENSATION	2,466,673	2,311,837	2,747,062
TOTAL FRINGE BENEFITS	32,600,425	30,772,487	34,831,149
FRINGE BENEFITS AS A PERCENTAGE OF PAYROLL	57.4%	57.1%	56.5%

NON-PERSONNEL BUDGET: SUMMARY BY DIVISION AND BUREAU

DIVISION AND BUREAU		FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
EXECUTIVES				
	Non-personnel services	4,260,000	4,993,278	5,204,000
	Interdepartmental charges	3,964,549	3,964,549	4,559,426
	Operating transfers	18,809,414	19,931,439	20,581,911
	SUB-TOTAL	27,033,963	28,889,266	30,345,337
EXECUTIVE OFFICES		27,033,963	28,889,266	30,345,337
COMMUNICATIONS				
	Non-personnel services	4,173,470	4,084,852	4,619,395
	Interdepartmental charges	113,200	113,200	125,000
	SUB-TOTAL	4,286,670	4,198,052	4,744,395
GOVERNMENT RELATIONS				
	Non-personnel services	496,890	496,890	583,050
	SUB-TOTAL	496,890	496,890	583,050
HUMAN RESOURCES				
	Non-personnel services	1,865,400	1,865,400	1,828,230
	Interdepartmental charges	12,000	12,000	12,000
	Furniture, fixtures, and equipment	120,000	120,000	120,000
	SUB-TOTAL	1,997,400	1,997,400	1,960,230
FINANCE				
	Non-personnel services	1,206,500	864,874	565,100
	Interdepartmental charges	667,103	667,103	697,386
	Operating transfers	-	-	1,500,000
	SUB-TOTAL	1,873,603	1,531,977	2,762,486
RISK MANAGEMENT				
	Non-personnel services	3,916,000	2,909,104	3,281,000
	SUB-TOTAL	3,916,000	2,909,104	3,281,000
REAL ESTATE				
	Non-personnel services	1,181,900	1,347,100	1,328,005
	SUB-TOTAL	1,181,900	1,347,100	1,328,005
INFORMATION MANAGEMENT				
	Non-personnel services	7,542,230	9,183,560	11,281,993
	Interdepartmental charges	1,279,362	1,279,362	1,423,454
	Furniture, fixtures, and equipment	275,000	275,000	275,000
	SUB-TOTAL	9,096,592	10,737,922	12,980,447
FINANCE & ADMINISTRATION BUREAU		16,068,095	16,526,102	20,351,938
BUSINESS DEVELOPMENT				
	Non-personnel services	1,779,300	1,729,050	1,690,335
	SUB-TOTAL	1,779,300	1,729,050	1,690,335
TENANT SERVICES & OPERATIONS				
	Non-personnel services	2,686,643	2,686,643	2,812,920
	SUB-TOTAL	2,686,643	2,686,643	2,812,920
SECURITY				
	Non-personnel services	1,656,300	1,897,149	2,174,650
	Interdepartmental charges	32,922,973	32,671,363	33,377,478
	Furniture, fixtures, and equipment	50,000	90,000	95,000
	SUB-TOTAL	34,629,273	34,658,512	35,647,128
COMMERCIAL OPERATIONS BUREAU		39,095,216	39,074,205	40,150,383

NON-PERSONNEL BUDGET: SUMMARY BY DIVISION AND BUREAU

DIVISION AND BUREAU		FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
ENVIRONMENTAL PLANNING				
	Non-personnel services	8,191,760	9,174,820	8,628,246
	Interdepartmental charges	89,000	154,000	93,000
	SUB-TOTAL	8,280,760	9,328,820	8,721,246
MASTER PLANNING				
	Non-personnel services	292,000	316,593	405,650
	SUB-TOTAL	292,000	316,593	405,650
TRANSPORTATION PLANNING				
	Non-personnel services	836,000	707,700	764,750
	SUB-TOTAL	836,000	707,700	764,750
PLANNING & ENVIRONMENTAL AFFAIRS BUREAU		9,408,760	10,353,113	9,891,646
ENGINEERING OPERATIONS				
	Non-personnel services	58,500	21,500	69,575
	Interdepartmental charges	195,000	195,000	195,000
	SUB-TOTAL	253,500	216,500	264,575
DESIGN				
	Non-personnel services	1,709,000	1,405,050	2,015,150
	SUB-TOTAL	1,709,000	1,405,050	2,015,150
MAINTENANCE				
	Non-personnel services	10,770,900	13,089,000	11,687,650
	Interdepartmental charges	438,393	438,393	438,688
	Furniture, fixtures, and equipment	1,762,000	1,762,000	1,647,500
	SUB-TOTAL	12,971,293	15,289,393	13,773,838
SURVEY				
	Non-personnel services	499,000	552,625	811,300
	Furniture, fixtures, and equipment	70,000	100,000	66,500
	SUB-TOTAL	569,000	652,625	877,800
PROGRAM MANAGEMENT				
	Non-personnel services	7,333,770	6,023,357	10,076,033
	Interdepartmental charges	500,000	300,000	950,000
	SUB-TOTAL	7,833,770	6,323,357	11,026,033
CONSTRUCTION MANAGEMENT				
	Non-personnel services	746,200	916,500	532,215
	Furniture, fixtures, and equipment	-	12,560	184,560
	SUB-TOTAL	746,200	929,060	716,775
PROJECT CONTROLS				
	Non-personnel services	757,700	178,750	338,580
	Furniture, fixtures, and equipment	8,000	1,500	2,850
	SUB-TOTAL	765,700	180,250	341,430
ENGINEERING SERVICES BUREAU		24,848,463	24,996,235	29,015,601
TOTAL HARBOR DEPARTMENT		123,235,456	126,531,263	137,042,580
% Change - a) Est. Actual vs Budget b) Budget vs Budget			a) 2.7% b)	11.2%

NON-PERSONNEL BUDGET: SUMMARY BY OBJECT

Object	Description	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
NON-PERSONNEL SERVICES				
830002	Legal Services	3,250,000	4,080,000	3,335,000
830006	Financial Services And Fees	710,000	525,000	468,600
830008	Property Mgmt Services	286,000	281,000	267,000
830010	Relocation Services	-	-	11,300
830020	Corrosion Engineering	100,000	80,000	185,000
830022	Traffic Engineering	100,000	80,000	90,000
830024	Civil Engineering	100,000	50,000	90,000
830026	Electrical Engineering	102,500	27,500	42,500
830028	Railroad Engineering	475,000	450,000	465,000
830030	Structural Engineering	200,000	200,000	230,000
830032	Engineering Services	2,109,000	1,371,600	452,275
830054	Environmental Svcs Consulting	145,000	487,000	1,571,250
830080	Geotech Services	30,000	20,000	25,000
830082	Hydrographic Services	110,000	130,000	261,250
830084	Technical Services	9,631,520	12,042,961	10,088,389
830088	Planning Services	150,000	48,000	100,000
830090	Surveying Services	195,000	370,000	384,750
830092	Master Planning	1,200,000	325,370	1,472,500
830100	Electric Utility	1,327,000	1,327,000	1,194,500
830102	Water Utility	600,250	2,700,250	447,750
830104	Sewer Utility	175,150	175,150	155,650
830110	Natural Gas Utility	75,000	65,000	67,500
830116	Utility Reimbursement	-	(2,200,000)	-
830200	Recycling Services	172,500	46,700	479,350
830204	Landscaping services	-	3,000	-
830208	Facilities Operation/Maint	924,000	1,000,000	1,100,000
830212	Grounds Maintenance	290,000	300,000	230,000
830316	Auto Repairs And Maintenance	150,000	120,000	403,000
830320	Structural Maintenance & Svcs	117,000	90,000	93,200
830324	Machinery And Equip Maint Svcs	2,022,500	2,507,715	1,577,800
830332	Office Equip Maintenance Svcs	73,100	46,800	80,400
830340	Uniform Cleaning, Maint,Rental	58,000	47,778	77,650
830352	Security System Maintenance	412,000	680,271	645,000
830360	Software Maintenance	3,979,400	3,868,532	4,982,115
830400	Equipment Cert & Calibration	32,500	12,000	12,700
830500	Building And Land Rentals	273,100	269,425	272,000
830505	Parking Lot Rentals	20,000	20,000	20,300
830520	Equipment Rentals	437,120	1,178,820	1,152,150
830528	Waterborne Construction Equip	299,000	210,720	375,250
830600	Construction Contracts	699,000	700,000	735,000
830604	Other Construction Services	300,000	300,000	600,000
830608	Street / Paving Contracts	329,200	434,800	810,750
830628	Concrete Repairs	2,180,000	1,344,922	1,744,200
830668	Fencing Services / Contractors	15,000	10,000	12,000
830700	Wet Utilities	437,500	1,192,500	885,400
830704	Utility Locating / Potholing	53,000	32,200	47,850
830750	Inspections Services	100,000	51,000	48,100
830760	Railroad Contractors	150,000	150,000	150,000
830800	Diving Services	100,000	75,000	150,500
830804	Underwater Inspection (Hd)	365,000	365,000	355,000
831000	Property Insurance	2,195,000	1,466,337	1,525,000
831004	Liability Insurance	990,000	805,660	886,000
831060	Telecommunications Services	477,570	474,330	604,130
831064	Telecom Infrastructure Svcs	168,000	150,000	154,000
831100	Advertising Services	1,056,500	1,061,500	1,171,080
831140	Printing	321,440	312,263	305,015
831200	Travel Expense	641,700	287,000	640,433
831208	Mileage Reimbursement	13,550	6,875	12,390
831212	Parking Reimbursement	14,500	8,700	12,960
831404	Other Contractual Services	6,603,693	8,481,193	10,210,572

NON-PERSONNEL BUDGET: SUMMARY BY OBJECT

Object	Description	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
831408	Marketing Services	914,000	924,500	883,326
831412	Investigative Services	245,500	259,200	280,000
831416	Photography And Video Services	378,370	414,177	451,500
831420	Security Services	2,500	2,500	3,300
831424	Program Mgmt Services	500,000	410,000	1,729,000
831428	Recreational And Cultural Svcs	227,000	171,500	221,250
831448	Sampling And Lab Testing	5,000	20,000	5,000
832000	Office / Promo Matrls & Suppls	936,300	998,482	950,483
832004	Grants - Other Contrctl Svcs	18,200	2,512	6,895
832008	Postage/Delivery Services	35,500	36,750	34,250
832020	Groceries & Food	700	2,700	4,675
832028	Catering Services	539,600	406,600	536,649
832032	Business Meals	60,800	39,000	60,960
832040	Clothing-Participants	11,500	10,000	7,000
832100	Hvac Parts/Supplies	100,000	85,000	47,500
832104	Carpentry Materials & Supplies	14,500	10,000	14,000
832108	Electrical Material/Supplies	160,000	100,000	238,200
832128	Building Materials And Supplies	247,000	159,500	273,450
832132	Painting Supplies	37,500	10,000	28,500
832136	Plumbing Supplies	175,000	80,000	146,500
832140	Safety Equipment And Supplies	108,500	175,047	113,050
832156	Rocks And Minerals Products	7,000	2,000	3,500
832168	Signals, Signs & Barricades	20,500	20,000	35,250
832176	Electronic Supplies	1,000	1,000	1,000
832188	Landscaping Supplies	42,000	40,000	57,950
832300	Clothing-Uniforms	68,800	73,450	69,875
832304	Janitorial Supplies	40,000	45,000	42,750
832308	Novelty Items	-	6,000	-
832312	Audio Visual Supplies	5,800	12,000	5,200
832400	Ammunition	25,500	27,943	28,000
832444	Breathing Appratus (Scba)	1,500	30,000	35,000
832500	Fuel	429,000	500,500	401,900
832512	Electric Purchases	-	(2,926)	-
832600	Small Tools And Equipment	281,000	197,900	270,100
832604	Equipment And Furniture < \$10K	544,300	583,800	710,050
832608	Computer Equip(Nonfixed Asset)	31,400	40,700	40,700
832616	Security Technology Systems	58,900	40,000	77,000
832800	Auto Equipments And Parts	101,000	25,000	13,750
832808	Tires And Tubes	8,000	-	-
832812	Machinery And Equipment Parts	57,000	50,000	265,950
832816	Street Sweeper Parts	23,000	20,000	23,000
832820	Boat Equipments & Parts	72,000	45,000	39,750
832906	Books	21,000	15,500	19,450
833316	Tenant Promotion	10,000	10,000	9,950
833320	Community Outreach	68,300	66,220	93,250
833321	Community Grant	3,000,000	2,943,000	2,970,772
833324	Educational Outreach Programs	361,500	361,500	425,000
833328	Sponsorships	800,000	800,000	1,025,000
833340	Membership	634,700	625,233	685,191
833341	Subscriptions	341,800	319,400	332,040
833360	Training / Seminars	819,850	626,901	1,042,497
833364	Educational Assistance Payment	73,750	69,714	96,450
833380	Service Awards	15,800	15,500	15,600
833384	Incentive Awards	14,000	8,000	14,000
833600	Property Taxes	485,000	475,000	471,200
833612	Other Taxes And Assessments	55,000	53,000	57,530
833640	Permit Fees/Licenses	183,100	124,700	155,875
834500	Personal Protective Equip	500	1,000	1,000
834601	Inventory Purchases	771,700	719,700	743,300
845703	Other Gen Insurance Charges	211,000	372,721	402,000
846552	Claims Expense (Cash)	5,000	5,000	5,000
848000	Claims And Judgements-Actual	10,000	10,000	10,000
NON-PERSONNEL SERVICES TOTAL		61,959,463	64,443,794	70,697,827
PERCENTAGE CHANGE			4.0%	14.1%

NON-PERSONNEL BUDGET: SUMMARY BY OBJECT

Object	Description	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
INTERDEPARTMENTAL CHARGES				
837000	Indirect Cost Allocation	1,756,159	1,756,159	1,743,811
837020	O/H Alloc - Gen City	2,225,726	2,225,726	2,829,264
900002	Fleet Services Exp	8,011	5,728	5,286
900013	Fleet Fuel Charges Exp	21,692	21,692	7,037
900022	FM Financial Control Svcs Exp	66,686	66,686	69,916
900100	TI Office Services Expense	12,000	12,000	12,000
900300	TI Business Informatn Svcs Exp	389,167	389,167	352,171
900400	TI Infrastructure Services Exp	1,331,626	1,331,626	1,543,454
900500	TI Video Communicatn Svcs Exp	113,200	113,200	125,000
901037	Refuse Collectn Chrg Exp	91,528	91,528	88,222
901039	Police Services-Interf Exp	12,822,900	12,573,573	12,950,780
901040	Fire Services-Interfd Exp	19,806,925	19,806,925	20,395,283
901041	Health Services-Interf Exp	3,000	3,000	3,000
901042	Misc Dept Chrg-Interfd Exp	33,000	33,000	33,000
901043	Public Svc-Interfd Exp	108,444	108,444	128,557
901053	Auditor's Off Chrg Exp	147,650	147,650	147,650
901054	Water Dept Charges Exp	605,000	405,000	1,055,000
901055	PD-Other Grant Exp	310,865	310,865	175,000
901056	FD-Other Grant Exp	125,000	125,000	-
901057	Development Svcs Exp	89,000	154,000	93,000
904999	Exp Trsf Internal Support	114,000	114,000	114,000
INTERDEPARTMENTAL CHARGES TOTAL		40,181,580	39,794,970	41,871,431
PERCENTAGE CHANGE			(1.0%)	4.2%
FURNITURE, FIXTURES, AND EQUIPMENT				
852400	Vehicles & Aircraft	785,000	785,000	1,400,000
852300	Machinery And Equipment	1,412,000	1,442,000	861,000
852303	Furniture And Fixtures	75,000	70,000	70,000
852501	Software And Patents	13,000	64,060	60,410
FURNITURE, FIXTURES, AND EQUIPMENT TOTAL		2,285,000	2,361,060	2,391,410
PERCENTAGE CHANGE			3.3%	4.7%
OPERATING TRANSFERS				
916120	Trsf to IS - General Services Captl	-	-	1,000,000
916400	Trsf to IS - Employ Benfts Ops	-	-	500,000
917600	Trsf To EF - Tidelands Ops	18,809,414	19,931,439	20,581,911
OPERATING TRANSFERS TOTAL		18,809,414	19,931,439	22,081,911
PERCENTAGE CHANGE			6.0%	17.4%
TOTAL NON-PERSONNEL BUDGET		123,235,456	126,531,263	137,042,580
% Change - a) Est. Actual vs Budget b) Budget vs Budget			a) 2.7% b) 11.2%	

VI. DEBT SERVICE

OUTSTANDING PRINCIPAL BALANCES

(Stated in Dollars) ¹

DESCRIPTION	Final Maturity Dates	10/1/2021 Outstanding Principal	Additions	Principal Payments	9/30/2022 Outstanding Principal
REVENUE BONDS					
2014B HARBOR REVENUE REFUNDING BONDS	May 15, 2027	11,700,000	-	-	11,700,000
2015A HARBOR REVENUE REFUNDING BONDS	May 15, 2023	21,430,000	-	(14,390,000)	7,040,000
2015B HARBOR REVENUE REFUNDING BONDS	May 15, 2025	20,130,000	-	-	20,130,000
2015C HARBOR REVENUE BONDS	May 15, 2032	66,085,000	-	-	66,085,000
2015D HARBOR REVENUE BONDS	May 15, 2042	66,865,000	-	-	66,865,000
2017A HARBOR REVENUE BONDS	May 15, 2040	101,610,000	-	-	101,610,000
2017B HARBOR REVENUE BONDS	May 15, 2043	25,985,000	-	-	25,985,000
2017C HARBOR REVENUE BONDS	May 15, 2047	42,660,000	-	-	42,660,000
2019A HARBOR REVENUE BONDS	May 15, 2049	161,310,000	-	-	161,310,000
2020A HARBOR REVENUE REFUNDING BONDS	May 15, 2027	55,725,000	-	-	55,725,000
2020B HARBOR REVENUE REFUNDING BONDS	May 15, 2025	55,305,000	-	(21,140,000)	34,165,000
BOND ANTICIPATION NOTES (SHORT TERM NOTES)					
2018A BOND ANTICIPATION NOTES ²	December 15, 2020	-	-	-	-
2020C BOND ANTICIPATION NOTES ²	July 15, 2021	-	-	-	-
TIFIA LOAN COMMITMENT					
TIFIA LOAN	35 Year Term	500,000,000	-	(1,085,000)	498,915,000
LINE OF CREDIT					
2019 REVOLVING LINE OF CREDIT	Revolving	-	-	-	-
TOTAL OUTSTANDING PRINCIPAL		1,128,805,000	-	(36,615,000)	1,092,190,000

(1) Information included in this schedule was calculated using the cash basis of accounting.

(2) The Bond Anticipation Notes were paid off from the TIFIA Loan.

Annual Debt Service

(Stated in Dollars) ¹

DESCRIPTION	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
2014B HARBOR REVENUE REFUNDING BONDS			
PRINCIPAL	-	-	-
INTEREST	585,000	585,000	585,000
TOTAL	585,000	585,000	585,000
2015A HARBOR REVENUE REFUNDING BONDS			
PRINCIPAL	4,835,000	4,835,000	14,390,000
INTEREST	1,313,250	1,313,250	1,071,500
TOTAL	6,148,250	6,148,250	15,461,500
2015B HARBOR REVENUE REFUNDING BONDS			
PRINCIPAL	-	-	-
INTEREST	1,006,500	1,006,500	1,006,500
TOTAL	1,006,500	1,006,500	1,006,500
2015C HARBOR REVENUE BONDS			
PRINCIPAL	-	-	-
INTEREST	3,304,250	3,304,250	3,304,250
TOTAL	3,304,250	3,304,250	3,304,250
2015D HARBOR REVENUE BONDS			
PRINCIPAL	-	-	-
INTEREST	3,343,250	3,343,250	3,343,250
TOTAL	3,343,250	3,343,250	3,343,250
2017A HARBOR REVENUE BONDS			
PRINCIPAL	-	-	-
INTEREST	5,080,500	5,080,500	5,080,500
TOTAL	5,080,500	5,080,500	5,080,500
2017B HARBOR REVENUE BONDS			
PRINCIPAL	-	-	-
INTEREST	1,299,250	1,299,250	1,299,250
TOTAL	1,299,250	1,299,250	1,299,250
2017C HARBOR REVENUE BONDS			
PRINCIPAL	-	-	-
INTEREST	2,133,000	2,133,000	2,133,000
TOTAL	2,133,000	2,133,000	2,133,000
2019 HARBOR REVENUE BONDS			
PRINCIPAL	-	-	-
INTEREST	8,065,500	8,065,500	8,065,500
TOTAL	8,065,500	8,065,500	8,065,500
2020A HARBOR REVENUE REFUNDING BONDS			
PRINCIPAL	-	-	-
INTEREST	2,615,750	2,615,750	2,615,750
TOTAL	2,615,750	2,615,750	2,615,750
2020B HARBOR REVENUE REFUNDING BONDS			
PRINCIPAL	19,635,000	19,635,000	21,140,000
INTEREST	3,142,900	3,142,900	2,553,850
TOTAL	22,777,900	22,777,900	23,693,850
2018A BOND ANTICIPATION NOTES			
PRINCIPAL	-	-	-
INTEREST	8,176,250	8,176,250	-
TOTAL	8,176,250	8,176,250	-

(Stated in Dollars) ¹

DESCRIPTION	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
2020C BOND ANTICIPATION NOTES			
PRINCIPAL	-	-	-
INTEREST	5,800,000	5,800,000	-
TOTAL	5,800,000	5,800,000	-
TIFIA LOAN			
PRINCIPAL	-	-	1,085,000
INTEREST	-	134,630	6,185,219
TOTAL	-	134,630	7,270,219
Total Principal Payments	24,470,000	24,470,000	36,615,000
Total Interest Payments	45,865,400	46,000,030	37,243,569
TOTAL DEBT SERVICE	70,335,400	70,470,030	73,858,569

(1) Information included in this schedule was calculated using the cash basis of accounting.

VII. CAPITAL EXPENDITURES

(Stated in Dollars)

DESCRIPTION	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
TERMINAL PROJECTS			
Pier G Wharf Improvement Project	7,351,190	3,204,645	38,444,060
Middle Harbor (Piers D/E/F)	85,518,565	74,295,239	17,945,470
Other Terminal Projects	1,172,000	1,075,971	715,240
TOTAL TERMINALS PROJECTS	94,041,755	78,575,855	57,104,770
RAILWAYS			
Pier B On-Dock Rail Support Facility	44,836,140	23,551,680	54,703,190
Terminal Island Wye Track Realignment	5,751,000	4,135,281	12,291,000
Double Track Access from Pier G to Pier J	26,063,360	24,868,365	5,310,830
Fourth Track at Ocean Boulevard	2,932,520	3,027,752	4,733,750
TOTAL RAILWAYS	79,583,020	55,583,078	77,038,770
BRIDGES			
Gerald Desmond Bridge Replacement	84,538,149	52,787,422	53,155,770
TOTAL BRIDGES	84,538,149	52,787,422	53,155,770
DREDGING			
Back Channel Deepening (Demo of NRG Forebay Structure)	2,483,490	4,541,692	-
TOTAL DREDGING	2,483,490	4,541,692	-
SEWER, STREET, WATER, AND STORM WATER			
Street Improvement	19,205,800	8,860,816	25,502,030
Storm Water Improvement	10,324,610	3,331,443	6,085,450
Sewer Improvement	821,510	306,959	1,412,120
Water Improvement	2,725,000	1,362,574	795,980
TOTAL SEWER, STREET, WATER, AND STORM WATER	33,076,920	13,861,792	33,795,580
PORT FACILITIES			
Port Administration Building Improvements	1,292,600	2,240,510	3,146,990
Field Office Staff Facility	88,220	46,130	1,342,360
Maintenance Building-C Pump Station Shop	2,000,000	-	200,000
Former Admin Building Demolition	5,761,710	6,248,532	38,420
Other Port Facility Improvements	529,130	5,406	167,800
TOTAL PORT FACILITIES	9,671,660	8,540,579	4,895,570

DESCRIPTION	FY 2021 Adopted Budget	FY 2021 Estimated Actual	FY 2022 Adopted Budget
ENVIRONMENTAL PROJECTS			
Environmental Pilot Demonstration Projects	11,692,110	4,838,366	8,680,540
Middle Harbor - Mitigation Program	955,000	664,137	136,305
Environmental Wetland Mitigation Projects	15,000,000	-	-
Other Environmental Projects	5,000,000	-	5,000,000
TOTAL ENVIRONMENTAL PROJECTS	32,647,110	5,502,503	13,816,845
PORT-WIDE SECURITY & SAFETY PROJECTS			
Fireboat Station 20	6,336,760	5,823,145	35,623,300
Security Division Projects	10,200,000	8,609,000	12,960,000
Other Security & Safety Projects	13,060,000	14,460,512	655,790
TOTAL PORT-WIDE SECURITY & SAFETY PROJECTS	29,596,760	28,892,657	49,239,090
INFORMATION MANAGEMENT PROJECTS			
IM Security & Infrastructure Upgrades & Enhancements	7,850,000	7,850,000	17,600,000
New Applications, Upgrades & Enhancements	4,185,000	4,185,000	6,863,058
TOTAL INFORMATION MANAGEMENT PROJECTS	12,035,000	12,035,000	24,463,058
MISCELLANEOUS PROJECTS			
Berth D48-50 Transit Shed Abatement and Renovation Project	-	1,364,800	10,977,190
Pier G Metro Shiploader 2 Replacement	550,000	2,127,119	2,466,990
Navy Mole Infrastructure Improvements Project	1,000,180	4,178	875,890
Other Engineering Projects	498,790	515,958	1,255,670
TOTAL MISCELLANEOUS PROJECTS	2,048,970	4,012,054	15,575,740
TOTAL CAPITAL EXPENDITURES	379,722,834	264,332,632	329,085,193

* The capital expenditure amounts presented in this schedule do not include capitalized interest

Capital Project Summaries

The programs and projects listed below comprise 75% of the total FY 2022 capital budget. Additional details for each of these items, such as a project description, budget, and schedule, can be found within the individual Capital Project Summaries on the following pages. Note that certain projects are a part of larger program and may not be individually listed on the preceding Capital Outlay schedule. Please refer to the “Project Category” field on the Capital Project Summaries to identify the relevant category.

1. Pier B On-Dock Rail Support Facility - Page 37
2. Gerald Desmond Bridge Replacement - Page 38
3. Pier G Wharf Improvements Project - Page 39
4. Fireboat Station No. 20 - Page 40
5. Middle Harbor Redevelopment Program - Page 41
6. Terminal Island Wye Track Realignment - Page 42
7. Coastal Bike Trail Connector at Ocean Boulevard - Page 43
8. Street Improvements System CIP - Page 44
9. Berth D48-50 Transit Shed Abatement and Renovation - Page 45

Program Title (Number):	Pier B On-Dock Rail Support Facility (Multiple)
Program Category:	Railways
Strategic Plan Goal:	Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.
Baseline Program Budget:	\$870 million
Program Description:	Expand the Pier B Rail Yard from 10 tracks to 44, including five 10,000-ft arrival and departure tracks and thirty nine storage tracks. These tracks would be used to stage trains before and after they are loaded and unloaded at the Port's on-dock rail yards at Piers A, E, G and J. The tracks are intended to improve reliability and efficiency at the marine terminals and allow the railroads to aggregate trains from multiple terminals more easily than they can today. The project requires significant utility relocations, property acquisition and business relocations prior to constructing the rail improvements.
Program Justification:	Increasing on-dock rail utilization is a specific objective of the Clean Air Action Plan, reducing the reliance on trucks to deliver cargo to and from local intermodal terminals. Equally, a highly efficient rail network improves Long Beach's competitiveness and ensures that Southern California will continue to be a primary international gateway for global trade.
Program Location:	From Ocean Boulevard and Pico Ave in Long Beach, at the southeast to the Wilmington Wye in Los Angeles, west of the Dominguez Channel.

Program Schedule	
Pier B On-Dock Rail Support Facility	
Construction Start Date:	2023
Estimated Completion Date:	2032



EXPENDITURE SCHEDULE (000'S)									
Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Program Total
Pier B Railyard Development Programwide	52,476	13,862	29,263	43,841	42,437	32,036	161,438	385,586	599,500
1303-3065 Oil Field Relocation	3,787	7,442	22,723	8,079	4,558	9,472	52,274	64,439	120,500
1303-3066 Pier B Street Freight Corridor Reconstruction Project	2,072	2,248	2,717	4,906	7,158	9,658	26,686	121,242	150,000
TOTAL	58,334	23,552	54,703	56,825	54,153	51,166	240,399	571,267	870,000
FUNDING SOURCE SCHEDULE (000'S)									
Grant Funding									
Metro Call for Projects	-	-	-	-	-	-	-	16,309	16,309
Measure R LA Metro Grant	1,578	5,400	3,022	-	-	-	8,422	-	10,000
Port Funds									
Port Revenues	56,756	18,152	51,681	56,825	54,153	51,166	231,977	554,958	843,691
TOTAL Funding Sources By FY	58,334	23,552	54,703	56,825	54,153	51,166	240,399	571,267	870,000

Project Title (Number):	Gerald Desmond Bridge Replacement (HA-1233)
Project Category:	Bridges
Strategic Plan Goal:	Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.
Current Program Budget:	FHWA Approved Budget 2017 \$1.467B; 2018 \$1.486B; 2019 \$1.486B; 2020 \$1.487B. These figures exclude the accounting of project financing cost, recorded as "Capitalized Interest".
Project Description:	<p>The Gerald Desmond Bridge (GDB) Replacement Project is a multi-year, design-build construction project, to build a new cable-stayed bridge connecting Terminal Island to the I-710 and Downtown Long Beach. The bridge has been designated as a National Highway System Intermodal Connector Route and is part of the Federal Strategic Highway Network, with nearly 15 percent of the nation's waterborne cargo trucked across the bridge. Once complete, the existing Bridge will be demolished.</p> <p>Construction is ongoing on all project areas. Overall construction is approximately 90% complete. Main Span Bridge Erection has begun with 9 segments completed. The projected date for substantial completion is August 2020.</p>
Project Justification:	The existing Gerald Desmond Bridge, built in the 1960s, is beyond its useful life. The new bridge being constructed will be higher to provide clearance for the larger vessels, wider to improve traffic flow and safety, and will include other features such as a bike and pedestrian path.
Project Location:	cean Boulevard / Terminal Island

Project Schedule		
	New GDB	Demo Existing GDB
Construction Start Date:	3rd Qtr. 2012	1st Qtr. 2021
Initial Completion Date:	2nd Qtr. 2016	3rd Qtr. 2021
Revised Completion Date:	4th Qtr. 2020	1st Qtr. 2023



EXPENDITURE SCHEDULE (000'S)									
Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Project Total
ROW/Utilities	279,891	2,119	-	-	-	2,511	4,630	-	284,521
Construction New GDB	811,885	9,592	-	-	-	-	9,592	-	821,477
Contract Management	144,733	14,346	-	-	-	-	14,346	-	159,079
Demolition Contract	7,632	1,184	33,156	37,935	965	-	73,240	-	80,872
Programwide	-	50,544	20,000	-	-	-	70,544	-	70,544
Preliminary Engineering (PAED)	50,260	3	-	-	-	-	3	-	50,263
Capitalized Interest	75,000	-	-	-	-	-	-	-	75,000
Caltrans	19,444	-	-	-	-	-	-	-	19,444
TOTAL	1,388,845	77,788	53,156	37,935	965	2,511	172,355	-	1,561,200
FUNDING SOURCE SCHEDULE (000'S)									
Grant Funding	826,671	7,613	50,000	18,516	-	-	76,129	-	902,800
Port Funds									
Port Revenues (Includes TIFIA)	562,374	70,175	3,156	19,419	965	2,511	96,226	-	658,600
TOTAL Funding Sources By FY	1,389,045	77,788	53,156	37,935	965	2,511	172,355	-	1,561,400

Project Title (Number):	Pier G Wharf Improvements Project (1457-2562)
Project Category:	Terminal Projects
Strategic Plan Goal:	Achieve key milestones of the Ten-year Capital Plan
Current Project Budget:	\$55.325 million
Project Description:	Pier G Wharf Improvement Project includes but not limited to the construction of approximately 240 feet of new wharf at the west end of Berth G236 and construction of new backland area adjacent to the new wharf sufficient to accommodate UTR circulation between the cranes and container yard. This project will also improve mooring infrastructure sufficient to secure up to 14,000 TEU vessels at Berth G232.
Project Justification:	Enable the Pier G tenant, International Transportation Service, Inc. (ITS) to accept vessels having up to 14,000 twenty foot equivalent (TEU) containers' capacity at Berth G236 and at Berth G232.
Project Location:	Pier G Berth G236

Project Schedule	
Construction Start Date:	April 2021
Estimated Completion Date:	November 2022



EXPENDITURE SCHEDULE (000'S)

Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Project Total
Planning & Design	196	-	-	-	-	-	-	-	196
Pre-Design	915	-	-	-	-	-	-	-	915
Design	2,819	34	-	-	-	-	34	-	2,853
Bid & Award	5	349	-	-	-	-	349	-	354
Construction	-	2,822	38,444	4,381	-	-	45,647	-	45,647
Right of Way	-	-	-	-	-	-	-	-	0
Close Out	-	-	-	626	-	-	626	-	626
TOTAL	3,935	3,205	38,444	5,007	-	-	46,656	-	50,591

FUNDING SOURCE SCHEDULE (000'S)

Port Funds									
Port Revenues	3,935	3,205	38,444	5,007	-	-	46,656	-	50,591
TOTAL Funding Sources By FY	3,935	3,205	38,444	5,007	-	-	46,656	-	50,591

Project Title (Number):	Fireboat Station No. 20 (1313-2410)
Project Category:	Port-Wide Security and Safety Projects
Strategic Plan Goal:	Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.
Current Project Budget:	\$56.6 million
Project Description:	Proposed design and construction of a two story fireboat station to house six fire fighters, fire engine apparatus bays, a waterside fire boat structure to house the new fireboat, access and site improvements.
Project Justification:	In 2010, a study evaluating existing risk, hazard planning and fire response resources and capability recommended the replacement of both aging modular Fire Stations Nos. 15 and 20. This project will enhance business continuity and emergency response capabilities, improving response times within the North Harbor area. Approved under a Final Mitigated Negative Declaration by Board of Harbor Commissioners on 7/11/2016.
Project Location:	Pier D (Berths D50-51)

Project Schedule	
Construction Start Date:	Mar 2021
Substantial Completion Date:	Feb 2023



EXPENDITURE SCHEDULE (000'S)

Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Project Total
Design	9,609	-	-	-	-	-	-	-	9,609
Bid & Award	401	81	-	-	-	-	81	-	482
Construction	-	5,742	35,623	4,444	-	-	45,809	-	45,809
Close Out	-	-	-	599	101	-	700	-	700
TOTAL	10,010	5,823	35,623	5,043	101	-	46,590	-	56,600

FUNDING SOURCE SCHEDULE (000'S)

Port Funds									
Port Revenues	10,010	5,823	35,623	5,043	101	-	46,590	-	56,600
TOTAL Funding Sources By FY	10,010	5,823	35,623	5,043	101	-	46,590	-	56,600

Program Title (Number):	Middle Harbor Redevelopment Program (multiple)
Project Category:	Terminal Development
Strategic Plan Goal:	Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.
Current Program Budget:	\$1.493 billion
Project Description:	<p>The Middle Harbor redevelopment Program combines two outdated terminals into one modern, contiguous 304 acre terminal. This program is being constructed in three phases. Phases 1 and 2 are now complete and in operation. Phase 3 includes approximately 113 acres of new development. Approximately 101 acres of Phase 3 are now complete and have been turned over to the tenant, for a total of approximately 289 total acres of terminal completed and turned over to the tenant as of April 1, 2021. The majority of the remaining Phase 3 areas are scheduled to be complete by end of April 2021, with approximately 5 acres remaining for required construction access before a final completion of Phase 3 in July 2021. Approximately 3 acres will be added to the terminal following the North Gate expansion project that is scheduled to be constructed in 2024-2025 following the demolition and removal of the old Gerald Desmond Bridge.</p> <p>At completion, this terminal will have a total annual throughput capacity of 3.3M TEUs, with up to 1.1M TEUs of on-dock rail capacity, and will be able to accommodate the largest container vessels being planned. The new terminal is designed to move twice the amount of cargo as compared to the combined former Pier F and Pier E terminals, while reducing operating emissions by half.</p>
Project Justification:	Rehabilitation and modernization of the aging infrastructure at Piers E and F is needed to meet business and consumer trade demands. Combining and upgrading the two aging container terminals will double capacity and support thousands of jobs, while cutting air pollution in half.
Project Location:	Piers D, E and F

Project Schedule	
Middle Harbor	
Construction Start Date:	Jan 2011
Estimated Completion Date:	Jul 2021
Revised Completion Date:	N/A



EXPENDITURE SCHEDULE (000'S)									
Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Project Total
1326-2375 M.H. Pier E Slip Fill, Phase 1	474	-	-	-	-	-	-	-	474
1326-2381 M.H. Pier E Terminal Administration Building, Ph 3	25,615	5,721	51	-	-	-	5,772	-	31,387
1326-2554 M.H. Pier E North Gate Expansion	0	5	380	963	3,052	5,627	10,028	127	10,155
1357-2259 M.H. Pier E24 Wharf & Backlands Redevelopment Ph 1 (Closed 12/15)	167,653	-	-	-	-	-	-	-	167,653
1369-2429 M.H. Terminal Bldg. Demo (Closed 07/14)	1,558	-	-	-	-	-	-	-	1,558
1372-2272 M.H. Pier E26 Wharf & Backlands Redevelopment Ph. 1 Stage 2 (Closed 3/18)	80,975	-	-	-	-	-	-	-	80,975
1382-2382 M.H. Pier E No Operations & IT Mgmt Bldg Ph. 1 (Closed 12/15)	21,580	-	-	-	-	-	-	-	21,580
1385-2366 M.H. Pier E Terminal Container Yard & Intermodal Railyard Ph. 1 (Closed 1/20)	195,512	-	-	-	-	-	-	-	195,512
1389-2376 M.H. Pier E Slip No. 1 & East Basin Fill Ph 2 (Closed 5/18)	44,759	-	-	-	-	-	-	-	44,759
1390-2378 M.H. Pier E No. Gate Redevelopment Ph 1 (Closed 12/15)	35,709	-	-	-	-	-	-	-	35,709
1400-2384 M.H. Pier E Marine Ops & Power Crane Maintenance Shop Ph. 1 (Closed 5/18)	42,458	-	-	-	-	-	-	-	42,458
1401-2385 M.H. Pier E Auxiliary Repair & Reefer Wash Facility Ph. 1 (Closed 5/18)	29,248	-	-	-	-	-	-	-	29,248
1405-2383 M.H. Pier E Battery Exchange Bldg. Ph. 1 (Closed 5/18)	9,897	-	-	-	-	-	-	-	9,897
1434-2367 M.H. Pier E Container & Intermodal Railyard Redevelopment Ph. 2	101,520	95	-	-	-	-	95	-	101,616
1441-2389 M.H. Pico Ave Traffic Signals Ph 2 (Closed 9/18)	963	-	-	-	-	-	-	-	963
1444-2377 M.H. Pier E East Basin Fill, Phase 3	40,544	-	-	-	-	-	-	-	40,544
1450-2550 M.H. Pier E South Battery Exchange Building	2,365	4,968	14,111	22	-	-	19,101	-	21,466
1472-2365 Pier E Berth E22 Wharf & Backlands, Phase 3	162,212	27,596	60	-	-	-	27,657	-	189,868
1474-2368 Pier E Container Yard-Intermodal Railyard, Phase 3	180,915	35,658	3,177	-	-	-	38,835	-	219,750
1326- Programwide	241,585	916	302	76	76	19	1,389	-	242,974
TOTAL	1,385,541	74,959	18,082	1,061	3,128	5,646	102,876	127	1,488,545
FUNDING SOURCE SCHEDULE (000'S)									
Grant Funding									
Trade Corridor Improvement Fund	15,436	-	-	-	-	-	-	-	15,436
Tenant Funding									
OOCL/LBCT "VACIS"	1,700	-	-	-	-	-	-	-	1,700
OOCL/LBCT South Battery Exchange Building	2,096	4,968	10,437	-	-	-	15,405	-	17,500
Port Funds									
Port Revenues	1,366,310	69,992	7,645	1,061	3,128	5,646	87,472	127	1,453,909
TOTAL Funding Sources By FY	1,385,541	74,959	18,082	1,061	3,128	5,646	102,876	127	1,488,545

Project Title (Number):	Terminal Island Wye Track Realignment (1373-2542)	Project Schedule <table border="1"> <tr> <td colspan="2">Terminal Island Wye Track Realignment</td> </tr> <tr> <td>Construction Start Date:</td> <td>April 2022</td> </tr> <tr> <td>Estimated Completion Date:</td> <td>Nov 2023</td> </tr> </table>	Terminal Island Wye Track Realignment		Construction Start Date:	April 2022	Estimated Completion Date:	Nov 2023
Terminal Island Wye Track Realignment								
Construction Start Date:	April 2022							
Estimated Completion Date:	Nov 2023							
Project Category:	Railways							
Strategic Plan Goal:	Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.							
Baseline Project Budget:	\$40 million							
Project Description:	<p>The Project proposes to construct the Alameda Corridor South Access: Terminal Island Rail Junction to relieve a major rail bottleneck, provide rail network resiliency and redundancy, and enhance emergency military deployment capabilities at this designated U.S. Strategic Seaport. The Project will provide double-tracking and additional siding tracks on the south leg of the Terminal Island Wye, located between the Alameda Corridor and Terminal Island marine terminals in the Ports of Long Beach and Los Angeles. The Project will add over 10,000 feet of new tracks and includes the following improvements:</p> <ul style="list-style-type: none"> • Realign the existing Pier T East lead track • Replace 1,500 feet of existing track • Construct a new 5,000-foot lead track • Construct two new 2,200-foot storage tracks • Extend an existing storage track by 800 feet • Construct a new 300-foot locomotive storage track 							
Project Justification:	<p>The Project will relieve a rail bottleneck between the Alameda Corridor and Terminal Island in the Ports of Long Beach and Los Angeles. The project will also create rail network resiliency and redundancy in a key area of the Ports' rail network, by adding a parallel lead track to the south leg of the railroad Wye junction. It will support the Port's plans to move more cargo by "on-dock rail." On-dock rail is the most sustainable and efficient way to transport cargo inland. Rail transport of cargo is four times more fuel-efficient than truck transport. Increasing the use of on-dock rail is vital to meeting the goals of the Port's Green Port Policy and Clean Air Action Plan.</p>							
Project Location:	Pier S and Pier T, north of Ocean Blvd with SR 47 crossing over.							



EXPENDITURE SCHEDULE (000'S)									
Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Program Total
Pre-Design	74	-	-	-	-	-	-	-	74
Design	5,737	1,261	164	-	-	-	1,425	-	7,162
Bid & Award	-	92	172	-	-	-	265	-	265
Construction	-	-	11,162	17,461	-	-	28,623	-	28,623
Right-of-Way	26	2,782	793	-	-	-	3,575	-	3,600
Close Out	-	-	-	221	56	-	277	-	277
TOTAL	5,837	4,135	12,291	17,681	56	-	34,163	-	40,000
FUNDING SOURCE SCHEDULE (000'S)									
Grant Funding									
FY2019 Port Infrastructure Development Program	-	-	5,655	8,845	-	-	14,500	-	14,500
Port Funds									
Port Revenues	5,837	4,135	6,636	8,836	56	-	19,663	-	25,500
TOTAL Funding Sources By FY	5,837	4,135	12,291	17,681	56	-	34,163	-	40,000

Project Title (Number):	Coastal Bike Trail Connector at Ocean Boulevard (1466-3009)
Project Category:	Sewer, Street, Water, and Stormwater
Strategic Plan Goal:	Broaden community access to Port-related opportunities and economic benefits.
Project Current Budget:	\$17.50 million
Project Description:	The Ocean Boulevard Connector Gap Closure project will connect the eastern terminus of the bicycle and pedestrian path on the new Gerald Desmond Bridge to the Los Angeles River Bike Path and the City of Long Beach's bicycle network.
Project Justification:	The connector will provide a Class 1 bicycle and pedestrian path that closes a critical gap between the eastern terminus of the Mark Bixby Memorial Bike Path on the Gerald Desmond Bridge Replacement and the City of Long Beach bicycle network east of Los Angeles River.
Project Location:	Ocean Blvd between Gerald Desmond Bridge Replacement and Golden Shore

Project Schedule	
Construction Start Date:	Mar 2021
Completion Date:	Sep 2022



EXPENDITURE SCHEDULE (000'S)

Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Project Total
Planning & Design	190	-	-	-	-	-	-	-	190
Pre-Design	956	-	-	-	-	-	-	-	956
Design	1,628	(2)	-	-	-	-	(2)	-	1,626
Bid & Award	164	42	-	-	-	-	42	-	205
Construction	-	2,844	11,033	327	-	-	14,204	-	14,204
Right of Way	-	-	-	-	-	-	-	-	-
Close Out	-	-	89	232	-	-	320	-	320
TOTAL	2,937	2,883	11,121	559	-	-	14,563	-	17,500

FUNDING SOURCE SCHEDULE (000'S)

Grant Funds									
CMAQ	-	623	2,418	72	-	-	3,113	-	3,113
ATP	-	801	3,107	92	-	-	4,000	-	4,000
Port Funds									
Port Revenues	2,937	1,459	5,596	395	-	-	7,450	-	10,387
TOTAL Funding Sources By FY	2,937	2,883	11,121	559	-	-	14,563	-	17,500

Project Title (Number):	Street Improvement System CIP (multiple)
Project Category:	Sewer, Street, Water, and Storm Water
Strategic Plan Goal:	Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.
Preliminary Program Budget:	\$86.2 million
Project Description:	Maintain, rehabilitate and/or reconstruct existing Port roadways to better serve the Port's customers with high quality, reliable, and long-lasting roadways.
Project Justification:	The Port owns and maintains approximately 39 centerline miles of roadways in the Harbor District that are heavily used by terminal trucks, commuters and others. It is important to keep these roadways in good condition to accommodate the movement of cargo in and out of the Port.
Project Location:	Various locations throughout the Port.

Project Schedule	
	Street Improvement System CIP
Construction Start Date:	Varies
Estimated Completion Date:	Annually as individual projects in the program are completed



EXPENDITURE SCHEDULE (000'S)

Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Project Total
1378-2498 Harbor Scenic Dr Rdway Improvement	1,387	1	-	2,587	2,376	5,625	10,589	23,766	35,742
1384-2471 Pico Ave St Improvement Pier D to Pier E	651	-	948	619	6,898	1,631	10,096	-	10,747
1425-2517 Pier G Avenue Infrastructure	2,402	901	10,166	272	-	-	11,339	-	13,741
1487-3039 Pavement Rehabilitation - Berths B82-B83, Pier F, Pier G & Pier J	268	45	738	597	7,341	151	8,872	-	9,140
TOTAL	4,708	947	11,852	4,075	16,615	7,407	40,896	23,766	69,370

FUNDING SOURCE SCHEDULE (000'S)

Port Funds									
Port Revenues	4,708	947	11,852	4,075	16,615	7,407	40,896	23,766	69,370
TOTAL Funding Sources By FY	4,708	947	11,852	4,075	16,615	7,407	40,896	23,766	69,370

Project Title (Number):	Berth D48-50 Transit Shed Abatement and Renovation (1517-3131)
Project Category:	Miscellaneous
Strategic Plan Goal:	Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.
Preliminary Project Budget:	\$25 million
Project Description:	D48-50 Warehouse (aka Transit Shed) was built in the early 1950s. Due to the presence of hazardous materials, the 128K Sq. Ft. warehouse is now vacant. Hazardous materials will be abated from the warehouse and it will be renovated for re-occupancy.
Project Justification:	Abating and renovating the warehouse will provide warehouse space for lease or accommodate any tenants. Per rental revenue analysis, the anticipated annual rental income is about \$1.1M. In addition, this warehouse could provide a secure area for the marine maintenance division to store and maintain equipment, material, and smaller vessels.
Project Location:	Pier D (Berths D48-50)

Project Schedule	
Construction Start Date:	Feb 2022
Substantial Completion Date:	Feb 2023



EXPENDITURE SCHEDULE (000'S)

Cost Elements	Prior Years	FY2021 (estimate)	FY2022 (budget)	FY2023 (forecast)	FY2024 (forecast)	FY2025 (forecast)	5 Year Total	Beyond 5 Year	Project Total
Design	-	1,302	-	-	-	-	1,302	-	1,302
Bid & Award	-	63	170	-	-	-	233	-	233
Construction	-	-	10,807	11,285	-	-	22,092	-	22,092
Close Out	-	-	-	226	128	-	354	-	354
TOTAL	-	1,365	10,977	11,511	128	-	23,981	-	23,981

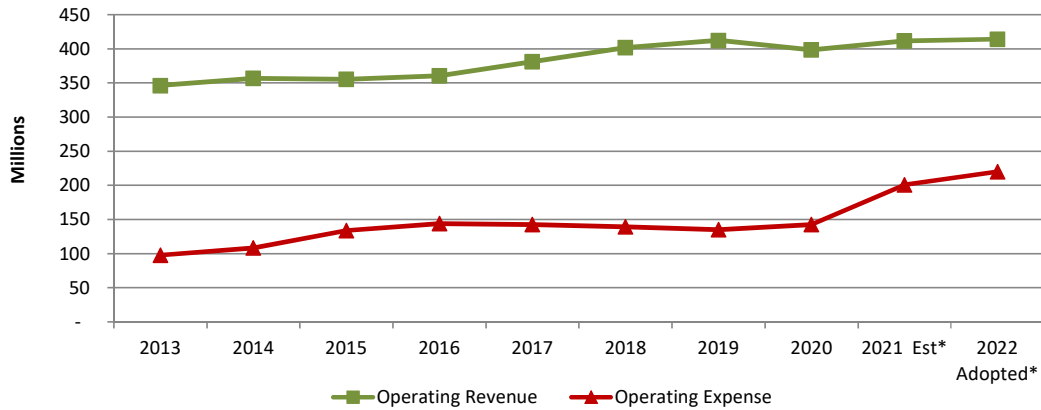
FUNDING SOURCE SCHEDULE (000'S)

Port Funds									
Port Revenues	-	1,365	10,977	11,511	128	-	23,981	-	23,981
TOTAL Funding Sources By FY	-	1,365	10,977	11,511	128	-	23,981	-	23,981

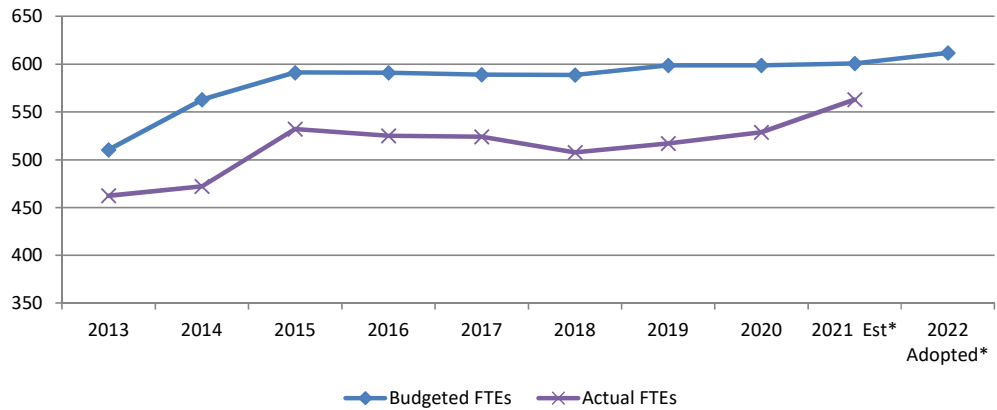
VIII. SUPPLEMENTAL INFORMATION

Actual Historical Trend and Outlook

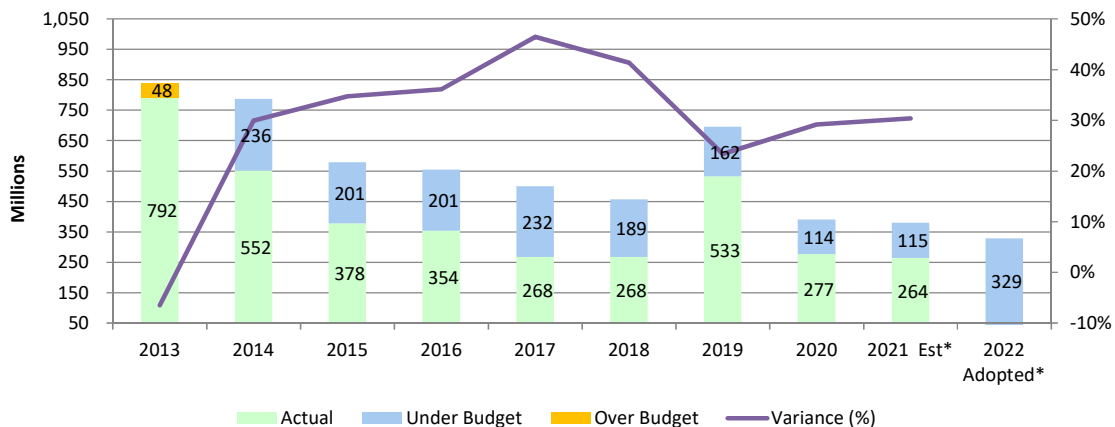
Operating Revenues & Expenses by Fiscal Year



Total Full & Part Time Full-Time Equivalents (FTE) by Fiscal Year



Capital Expenditures by Fiscal Year



Est* Estimated Actual figures presented for FY 2021

Adopted* Adopted Budget figures presented for FY 2022

Budget Assumptions

Fringe Benefit Rate Assumptions

The rate for PERS is 29.5% of gross wages in FY 2021 and 30.2% in FY 2022.

The Medicare rate is 1.45%. The rate for FICA is 6.2%, up to a maximum of \$8,774.79 for FY 2021 and \$9,172.90 for FY 2022.

The rate for Health/Dental/Life insurance is \$11,121/year per full-time employee in FY 2021 and \$10,363/year per full-time employee in FY 2022.

Other Fringe is comprised of:

- a) Payroll Overhead - the Citywide overhead cost of administering the Employee Benefit Fund, which includes City Payroll, Human Resources, City Attorney, etc. The rate is 2.156% of gross wages in FY 2021 and 2.275% in FY 2022.
- b) Other Benefits - the cost for Retired Employee Health Insurance was 1.956% of gross wages in FY 2021 and 1.81% in FY 2022.

Workers Compensation (WC) – Workers Compensation rates are calculated as a percentage of total pay per FTE and vary based on the WC coding group that a job classification falls under. These groups are determined by exposure and experience factors of each of the City's job classifications. The following six WC coding groups apply to the Harbor Department:

WC coding groups and rates	FY 2021	FY 2022
190 – Active Admin Worker	4.3270%	4.6820%
191 – Clerical / Office Worker	2.9500%	2.9260%
192 – Field Worker	7.5630%	7.5200%
194 – Garbage, Ash, Refuse Collecting Worker	11.2260%	11.4770%
195 – High Risk Field Worker	8.3950%	8.8950%
196 – Medium Risk Field Worker	9.7440%	9.5090%

Other Assumptions

Administrative Intern Non-Career (NC) positions are budgeted as 0.5 FTE, the equivalent of 1,040 hours/year.

Munis Financial System

In April of 2019, the City and Port of Long Beach transitioned to a new Enterprise Resource Planning (ERP) system known as Munis, providing for improved access, recordkeeping, and real-time reporting. Munis utilizes “object” codes as its smallest unit in the chart of accounts, while FAMIS, the former financial management system, utilized “subobject” codes.

**Interdepartmental Charge Details
(Between Harbor Department and City of Long Beach)**

Object Code	Description	Sub-Object	Description	Year-To-Date Actual 9/30/2018	Year-To-Date Actual 9/30/2019	Year-To-Date Actual 9/30/2020	FY 2021 Adopted	FY 2022 Adopted
837000	Indirect Cost Allocation	330008	Direct Bill-City Attorney & City Auditor-MOU services	2,034,412	1,784,443	1,704,964	1,756,159	1,743,811
837020	O/H Alloc - Gen City	330001	General City overhead-ICAP indirect cost alloc plan	2,287,824	1,751,353	2,172,004	2,225,726	2,829,264
837080	Adj To Prior Yr Icr/OH	330006	Adjustment to prior period-ICAP true up credits	312,861	-	-	-	-
900002	Fleet Services Exp	300003	Fleet service charges	8,850	11,173	5,286	8,011	5,286
900006	Employee Parking Exp	300009	Employee parking	15,743	8,165	11,590	-	-
900013	Fleet Fuel Charges Exp	300019	Fleet Fuel Charges	22,390	24,088	8,824	21,692	7,037
900022	FM Financial Control Svcs Exp	N/A	N/A	-	-	48,655	66,686	69,916
900100	TI Office Services Expense	300006	Reprographics	731	6,134	4,939	12,000	12,000
-	TI Office Services Expense	300007	Mail delivery and sorting charges	2,200	-	-	-	-
-	TI Office Services Expense	300008	Postage	5,354	-	-	-	-
900300	TI Business Informatn Svcs Exp	300014	Financial system charges	285,080	-	237,849	389,167	352,171
-	TI Business Informatn Svcs Exp	300025	Geographic Information Svcs Allocation	36,977	397,416	-	-	-
-	TI Business Informatn Svcs Exp	300026	Business Info Services Labor	69,122	-	-	-	-
900400	TI Infrastructure Services Exp	300001	Wireless Services/Radio Comm	169,097	-	1,136,294	1,331,626	1,543,454
-	TI Infrastructure Services Exp	300023	Data Center-TI MOU	649,964	1,100,647	-	-	-
-	TI Infrastructure Services Exp	300532	Non-alloc TS voice & data network	66,205	-	-	-	-
900500	TI Video Communicatn Svcs Exp	300011	Video communications system	113,200	113,200	115,822	113,200	125,000
901037	Refuse Collectn Chrg Exp	310003	Refuse collection charges-interfd MOU recycling	98,832	105,058	93,679	91,528	88,222
901039	Police Services-Interf Exp	310007	Police services	10,855,295	12,000,397	12,427,095	12,822,900	12,950,780
901040	Fire Services-Interfd Exp	310008	Fire services	18,954,858	19,308,648	19,574,811	19,806,925	20,395,283
901041	Health Services-Interf Exp	310009	Health services	(75)	563	577	3,000	3,000
901042	Misc Dept Chrg-Interfd Exp	310010	Miscellaneous dept. service charges-Interfd	-	1,342	-	33,000	33,000
901043	Public Svc-Interfd Exp	310011	Public service bureau charges-traffic signal maint.	94,760	97,199	106,382	108,444	128,557
901053	Auditor's Off Chrg Exp	310025	Auditor's Office Charges - Interfund	136,800	239,728	143,400	147,650	147,650
901054	Water Dept Charges Exp	310026	Water Department Charges - Interfund	109,450	95,207	94,100	605,000	1,055,000
901055	PD-Other Grant Exp	310027	PD - Other Exp	273,243	229,507	291,978	310,865	175,000
901056	FD-Other Grant Exp	310028	FD - Other Exp	-	69,414	23,272	125,000	-
901057	Development Svcs Exp	310029	Development Svcs - Interfund	65,000	72,107	84,670	89,000	93,000
904999	Exp Trsf Internal Support	349903	Exp Trsf/Interdepartmental-offset Adopted Budget adj	-	-	-	114,000	114,000
INTERDEPARTMENTAL CHARGES SUB-TOTAL				36,668,173	37,415,789	38,286,191	40,181,580	41,871,431
912210	Trsf to SR - Health Grants	N/A	N/A	-	-	133,972	-	-
916100	Trsf To IS - General Services	455385	To General Services	2,232,921	-	-	-	-
916120	Trsf to IS - General Services Captl	N/A	N/A	-	-	1,040,587	-	1,000,000
916400	Trsf to IS - Employ Benfts Ops	455391	To EBF	-	-	-	-	500,000
917600	Trsf To EF - Tidelands Ops	455401	Tidelands Operating Fund	20,083,903	20,613,657	19,931,439	18,809,414	20,581,911
OPERATING TRANSFERS SUB-TOTAL				22,316,824	20,613,657	21,105,998	18,809,414	22,081,911
TOTAL				58,984,997	58,029,447	59,392,189	58,990,993	63,953,343

Glossary

Adopted Budget - The new allocation of expenditures and revenues for the current fiscal year, as adopted by the Board of Harbor Commissioners.

Days Cash On-Hand (DCOH) - Days cash on hand is the number of days that an organization can continue to pay its operating expenses, given the amount of unrestricted cash available. The Harbor Department's Debt Policy requires that a minimum of 600 days of cash be maintained at all times.

Debt Service Coverage Ratio (DSCR) - Debt service coverage ratio is a measure of cash flow available to pay current debt obligations. The ratio states operating income as a multiple of debt obligations due within one year, including principal and interest. The Harbor Department's Debt Policy requires that a DSCR of at least 2.0 be maintained at all times.

Enterprise Fund - A fund, similar to those found in the private sector, structured to be revenue generating and self-supporting. The Harbor Department is an enterprise fund.

Fiscal Year (FY) - A time period designated by the Harbor Department signifying the beginning and ending period for recording financial transactions. The Harbor Department fiscal year is October 1 through September 30.

Fringe Benefits - Any of a variety of non-wage or supplemental benefits (health/dental/life insurance, pension contributions and auto allowance) that employees receive in addition to their regular wages.

Full-Time Equivalent (FTE) - The measurement for personnel where 1.0 FTE is the equivalent of a full-time position for one year, or 2,080 employee-work hours.

Fund - An accounting entity established to record financial transactions and resources for specific activities or to attain certain objectives.

Funds Available - The amount of immediately available resources to support potential future appropriations.

Memorandum of Understanding (MOU) – Services agreement between the Harbor Department and other City departments. MOUs are budgeted within Interdepartmental charges.

Tidelands Transfer – A transfer of funds from the Harbor Department's Revenue Fund to the City Tidelands Operating Fund (TOF). City Charter Section 1209(C)(4) provides that a maximum of 5% of the Harbor Department's gross operating revenue may be transferred to the TOF, which may be used to account for operations, maintenance and development of the Convention Center, beaches, waterways and marinas in the Tidelands area. The provision provides that the City Council, by a 2/3 vote, adopts a resolution to request the transfer and subsequently, that the Board of Harbor Commissioners, also expressed by Resolution, approve the transfer by a majority vote. The transfer amount is accrued monthly in the current fiscal year, and is paid every quarter in the following fiscal year.

Twenty-Foot Equivalent Unit (TEU) – TEU stands for Twenty-Foot Equivalent Unit, which is the length of a standard (20 foot) intermodal shipping container. TEU is the standard measure of volume for containerized cargo.



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