

ATTACHMENT C

MEMORANDUM OF UNDERSTANDING BETWEEN THE STATE OF CALIFORNIA, THE OFFICE OF THE MAYOR OF THE CITY OF LOS ANGELES, AND THE CITY OF LOS ANGELES HARBOR DEPARTMENT CREATING A PARTNERSHIP TO REDUCE GREENHOUSE GASES AND SUPPORT THE PORT OF LOS ANGELES CLEAN AIR ACTION PLAN

**Conceptual Scope of Solar Photovoltaic Development
Port of Los Angeles**

Introduction

The Port of Los Angeles (POLA) has developed a conceptual program plan for installation of solar photovoltaic (solar PV) within the port’s footprint. The goal is to provide POLA with ten megawatts (10 MW) of zero-emission electricity to help offset future incremental load resulting from port electrification.

Site Assessment

POLA staff has performed an inventory of potential sites within the port’s footprint as shown on the attached figure. See Table 1 below for the locations of these proposed installations.

Table 1 – Inventory of Potential PV Solar Sites at POLA

Berth/Location	Building (sf)	Parking Lot (sf)	MW Potential
93 - Cruise Terminal	50,000	100,000	1.10
152-154 Warehouses	40,000	0	0.40
161 Offices & warehouse	30,000	50,000	0.60
177-181 Warehouses	50,000	0	0.50
Harbor Admin Buildings	30,000	40,000	0.54
Fire Station (5th & Harbor)	15,000	0	0.15
San Pedro Waterfront	50,000	200,000	1.70
57-70 City Dock #1	75,000	0	0.75
Warehouses #9 & 10	40,000	20,000	0.52
various container terminals	150,000	250,000	3.00

9.26

Staff has concluded that the cruise terminal (Berth 93) and adjacent parking lot(s) would serve as the best candidate for an initial Phase One project. The proposed cruise terminal project offers:

- Immediate access and availability
- Approximately 1 MW potential
- 50,000 sq. ft. of building roof space
- 100,000 sq. ft. of parking space
- No major property, permitting, building or tenant issues identified

Once the initial cruise terminal installation is in place and is successfully operating, the program will be expanded to install solar PV on other POLA buildings and possibly tenant properties. The staff initial assessment estimates an additional 9 MW of potential projects as noted in Figure 1. Staff estimates a total of 3,756,400 Square Feet of rooftop and parking lot space is readily available for this program.

Schedule

Phase One of the POLA PV Solar Program will consist of a 1MW installation at the Berth 93 Cruise Terminal and will proceed on the following schedule:

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|--|---------------|
| • Request for Proposals Phase 1 Project: | December 2007 |
| • Progress Report to Attorney General ¹ | June 2008 |
| • Board consideration of Program ²
and Phase 1 Project & CEQA determination: | Spring 2008 |
| • Phase 1 Project construction: | Fall 2008 |
| • Phase 1 Commissioning | Spring 2009 |

The 1 MW of solar power from the Phase One B.93 project will therefore be on-line by the second quarter of 2009.

Phase Two of the POLA PV Solar Program will proceed upon the successful implementation of the Phase One project. Full implementation of Phase Two will be accomplished by the end of 2012 according to the following schedule:

- An additional 3 MW by the end of calendar year 2010 (for a program total of 4MW),
- An additional 3 MW by the end of calendar year 2011 (for a program total of 7MW), and
- An additional 3 MW by the end of calendar year 2012 (for a program total of 10MW).

Program Implementation Process and Options

POLA will be project manager and will release an RFP for the design, construction, installation, maintenance, and potential third-party ownership of solar PV installations. The first RFP will be for the Phase One installation at the cruise terminal and adjacent parking lot(s). This first RFP

¹ The annual reports to the Attorney General would include accomplishments to date, schedule of next projects and issues for discussion.

²This program may require City Council approval.

would be for up to 1 MW of rooftop-mounted, ground-mounted, and carport solar PV system installations. Subsequent RFP's will be issued for the Phase Two projects.

The proposed solar PV RFP evaluation process will be a two-step process. The first step will be to evaluate the qualifications and experiences to short-list bidders. The second step, and dependent on which development approach is pursued, will be to negotiate with the short-list and award contract.

POLA can proceed with direct purchase or lease option under LADWP's current Solar Incentive Program. Depending on the meter location, POLA may have to develop a solar production credit allocation among tenants or facilities. However, this approach can be pursued without delay.

The alternative approach with a LADWP Power Purchase Agreement (PPA) and POLA site-agreement with developer will take some time to develop and gain acceptance both within LADWP and the vendor community. It reduces the administrative and management burden on POLA, and while it may be a better long term option, the timing is uncertain.

For POLA's Phase One PV development, the direct purchase or lease option will be the preferable approach while POLA continues to work with LADWP to work out the alternate approach for Phase Two.

Figure 1. Proposed Photovoltaic Solar Installations at the Port of Los Angeles

