



State of California - Department of Fish and Wildlife  
**2026 ENVIRONMENTAL DOCUMENT FILING FEE**  
**CASH RECEIPT**  
 DFW 753.5a (Rev. 01/01/26) Previously DFG 753.5a

RECEIPT NUMBER:  
 37-04/02/2026-0282  
 STATE CLEARING HOUSE NUMBER (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY SAN DIEGO UNIFIED PORT DISTRICT	LEAD AGENCY EMAIL	DATE 04/02/2026
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COUNTY/STATE AGENCY OF FILING SAN DIEGO	DOCUMENT NUMBER 37-2026-0282
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PROJECT TITLE  
 NATIONAL CITY MARINE TERMINAL BERTHS 24-3 AND 24-4 REHABILITATION AND IMPROVEMENTS

PROJECT APPLICANT NAME SAN DIEGO UNIFIED PORT DISTRICT	PROJECT APPLICANT EMAIL	PHONE NUMBER 619-821-7305
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PROJECT APPLICANT ADDRESS 3165 PACIFIC HIGHWAY	CITY SAN DIEGO	STATE CA	ZIP CODE 92101
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PROJECT APPLICANT (Check appropriate box)  
 Local Public Agency     School District     Other Special District     State Agency     Private Entity

**CHECK APPLICABLE FEES:**

<input type="checkbox"/> Environmental Impact Report (EIR)	\$4,227.50	\$	0.00
<input type="checkbox"/> Mitigated/Negative Declaration (MND)/(ND)	\$3,043.75	\$	0.00
<input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,437.25	\$	0.00

- Exempt from fee  
 Notice of Exemption (attach)  
 CDFW No Effect Determination (attach)  
 Fee previously paid (attach previously issued cash receipt copy)

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
<input checked="" type="checkbox"/> County documentary handling fee		\$	50.00
<input type="checkbox"/> Other		\$	0.00

**PAYMENT METHOD**

Cash     Credit     Check     Other    **TOTAL RECEIVED**    \$    50.00

SIGNATURE X	AGENCY OF FILING PRINTED NAME AND TITLE San Diego County Clerk, ELVA STOPKE, Deputy
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Payment Reference #: VITALCHEK: 218474533/065593



**SAN DIEGO COUNTY CLERK  
CEQA FILING COVER SHEET**

**FILED**  
Apr 02, 2026 08:40 AM  
JORDAN Z. MARKS  
SAN DIEGO COUNTY CLERK  
File # 2026-000309  
State Receipt # 37040220260282

THIS SPACE FOR CLERK'S USE ONLY

Complete and attach this form to each CEQA Notice filed with the County Clerk

TYPE OR PRINT CLEARLY

Project Title

**NATIONAL CITY MARINE TERMINAL BERTHS 24-3 AND 24-4 REHABILITATION  
AND IMPROVEMENTS**

Check Document being Filed:

- Environmental Impact Report (EIR)
- Mitigated Negative Declaration (MND) or Negative Declaration (ND)
- Notice of Exemption (NOE)
- Other (Please fill in type):

**FILED IN THE OFFICE OF THE SAN DIEGO  
COUNTY CLERK ON** April 2, 2026  
**Posted** April 2, 2026 **Removed** \_\_\_\_\_  
**Returned to agency on** \_\_\_\_\_  
**DEPUTY** \_\_\_\_\_

Filing fees are due at the time a Notice of Determination/Exemption is filed with our office. For more information on filing fees and No Effect Determinations, please refer to California Code of Regulations, Title 14, section 753.5.

**Notice of Exemption**

## CEQA Guidelines Appendix E

**To:** ■ San Diego County Recorder/County Clerk  
1600 Pacific Highway, Suite 260  
San Diego, CA 92101-2480

**From:** ■ San Diego Unified Port District  
Development Services Department  
3165 Pacific Highway  
San Diego, CA 92101

**Project Title:** National City Marine Terminal Berths 24-3 and 24-4 Rehabilitation and Improvements

**Project Applicant:** Damon Braden, Capital Project Manager, San Diego Unified Port District, 3165 Pacific Highway, San Diego, CA 92101; 619-821-7305

**Project Location – Specific:** Container Terminal subarea of the National City Bayfront, National City, California, 91950

**Project location – City:** National City

**Project Location – County:** San Diego

**Description of Nature, Purpose, and Beneficiaries of Project:** The proposed project would involve structural repairs of Berths 24-3 and 24-4, the installation of shore power at Berth 24-4, replacement of lighting in the interior of Warehouse 24A, and pavement improvements at National City Marine Terminal by the San Diego Unified Port District (District) in National City, California. The structural repairs would allow Berths 24-3 and 24-4 to maintain operational integrity and extend service life, including: improvements to the stormwater system, utilities, piles, deck, and fender system and expansion joints, as described more below. Work to specifically complete the proposed project would involve:

- Stormwater System Improvements
  - Trench Drains and Collection Systems: The existing stormwater system at Berths 24-3 and 24-4 would be upgraded with a network of trench drains and inlets strategically placed along the wharf deck. These drains would capture runoff from rain and operational activities, channeling water to a centralized stormwater collection system.
  - Biofiltration and Water Quality Treatment: The project would incorporate biofiltration systems to treat stormwater runoff before it is discharged into San Diego Bay. Biofiltration cells would be installed in landscaped areas near the terminal to filter pollutants such as oils, sediments, and heavy metals.
  - All stormwater improvements would be designed to meet the 85th percentile storm event standard, ensuring that the system captures and treats the majority of runoff from rainfall. No new outfalls are proposed.
- Utility Improvements: To ensure the longevity and safety of the terminal's operations, the project would involve the removal and replacement of aging and deteriorated utilities located beneath and around Berths 24-3 and 24-4.
  - Utility Removal: Existing utilities, including water lines, electrical conduits, and storm drains, would be carefully removed where they conflict with the planned structural repairs. These utilities would be temporarily rerouted or protected during construction to avoid disrupting terminal operations.
  - Water Supply and Fire Suppression: New water lines would be installed to replace aging infrastructure, ensuring that adequate water supply is available for terminal operations and fire suppression.
  - Communication Lines: Any existing telecommunications and data lines would be upgraded or replaced to ensure uninterrupted communication between terminal operations and vessels at berth.

- **Pile Improvements:** The project would involve the repair of 18-inch diameter octagonal precast concrete piles that support the wharf structure at Berths 24-3 and 24-4. The piles would be repaired using two types of jackets:
  - **Structural Jackets:** 36-inch diameter steel-reinforced grout jackets would be used for piles with significant structural damage.
  - **Durability Jackets:** 22-inch diameter non-reinforced grout jackets would be applied to piles with minor defects to slow further deterioration.
- **Deck Rehabilitation at Berths 24-3 and 24-4:**
  - The existing ballast deck system, which consists of a cast-in-place concrete slab topped with asphalt and sand ballast, would be removed and replaced. A new cast-in-place concrete deck would be installed, utilizing the existing piles for support.
  - The original concrete soffit would remain in place and would serve as formwork for the new deck surface. Expanded polystyrene foam would replace the existing sand ballast to minimize the increase in seismic mass.
- **Fender System and Expansion Joints:** The project would include the replacement or refurbishment of the fender systems at Berths 24-3 and 24-4 to accommodate the mooring and berthing needs of roll-on/roll-off (RORO) vessels.
  - New expansion joints would be installed to separate the newly constructed portions of the berths from the adjacent structures.
- **Shore Power System at Berth 24-4 and San Diego Gas & Electric Company Service Substation:** The project involves the installation of a Shore Power Outlet (SPO) at Berth 24-4, along with a new San Diego Gas & Electric Company (SDG&E) 12kV service connection at the terminal's entry gate.
  - The SPO at Berth 24-4 would enable RORO vessels to plug into the electrical grid while docked, allowing them to shut down their onboard diesel generators, thus reducing emissions from vessels at berth. The project would also involve the necessary utility trenching and electrical infrastructure to connect the SPO to the new 12kV service provided by SDG&E at the entry gate of the terminal.
  - **Shore Power Outlet Installation at Berth 24-4:** The SPO would be positioned approximately 750 feet south of the northwest corner of the terminal at Berth 24-4.
  - The SPO would be placed in a below grade vault with weatherproof access covers. This vault would house the shore power connection equipment, including an outlet box for ship connection. The SPO would be designed to handle 6.6kV or 11kV power, with electrical transformers stepping down from 12kV service to the required voltage for ship operations. The shore power system would adhere to international standards (IEEE/IEC 800051), ensuring compatibility with vessels from various regions.
  - The new SDG&E 12kV service connection would be installed near the entry gate of the terminal. SDG&E's overhead lines would enter the site on Bay Marina Drive and transition underground at the terminal entrance.
  - The 12kV service would be routed to a new primary switchgear, which would step down the voltage from 12kV to 6.6kV via transformers located at the SPO substation near Berth 24-4. The electrical connection would involve utility trenching from the SDG&E service point to the SPO substation, including installation approximately 10,500 feet of below grade concrete encased duct banks and manholes for cable management. The District would be responsible for trenching, while SDG&E would provide and install the necessary equipment, including supply cables and sectionalizing switches.
  - A substation would be installed near Berth 24-4 to provide power to the SPO. This substation would include the necessary transformers, grounding systems, and switchgear to step down the 12kV power to 6.6kV or 11kV. The substation would be located on a concrete pad, protected by steel bollards, and designed with deadfront equipment for enhanced safety. The transformers would be high impedance grounded to prevent electrical hazards.
  - **Utility Trenching:** A trench would be excavated from the terminal entry gate to the substation location near Berth 24-4 to accommodate the new SDG&E 12kV service. The trench would be

- approximately 3 feet deep and 2 feet wide, lined with PVC conduits, and encased in nonreinforced concrete slurry, as per SDG&E standards. Steel traffic plates would be placed over any open trenches during construction to allow for continuous terminal operations.
  - The substation and SPO vaults would require reinforced concrete foundations. The SPO vault would be installed flush with the wharf deck, with access covers to protect the outlet and allow for easy cable connections.
- **Lighting Upgrades:** The project would involve replacing the lighting in the interior of Warehouse 24A to reduce electrical consumption.
  - Lighting inside of Warehouse 24A currently consists of old lighting fixtures designed for fluorescent tubes; these lights would be replaced with light emitting diode (LED) bulbs and smart fixtures. The upgrades to the lighting fixtures in Warehouse 24A would enhance terminal operations by eliminating the need for near constant bulb replacement and improving the quality and brightness of light in the Warehouse.
  - The new LED technology would reduce energy consumption and maintenance time. The proposed lighting upgrade would be consistent with Occupational Safety and Health Administration (OSHA) regulations to provide a safe working environment.
- **Pavement Improvements to Utilize Logistics Software**
  - The project would involve asphalt sealing and restriping of the terminal to facilitate the use of INFORM, a logistics software that would optimize the efficiency of cargo movement in the terminal. The use of INFORM requires that the driving aisles and parking spaces within the terminal be sealed and striped. The seal coating would cover approximately 2 million square feet of terminal and would allow for restriping to maximize terminal layout. The work would be completed in phases to ensure minimal cargo disruption during the installation process. These asphalt improvements would also reduce maintenance needs by extending the life of the existing asphalt by 10 years.

Construction of this project would be phased to ensure minimal cargo disruption during the installation process. This project would involve no replacement or addition of pilings, additional fill, or additional shading. Pile jacketing work would occur during low-tide conditions to avoid and/or minimize potential localized turbidity. This project would utilize a laydown area located adjacent to (i.e., landside of) Berths 24-3 and 24-4 for construction staging. Construction of the proposed project is anticipated to occur in Fall 2026 and would take approximately 18 months to complete. Construction of the proposed project would generate a minor amount of vehicle trips and would require limited use of equipment. Therefore, impacts related to air quality, greenhouse gas emissions, and transportation and traffic are not anticipated to occur. Furthermore, the applicant would be responsible for complying with all applicable federal, state, and local laws regarding construction demolition debris, hazards and hazardous materials, and stormwater.

**Name of Public Agency Approving Project:** San Diego Unified Port District (SDUPD)

- Exempt Status:** (Check one):
- Ministerial (Sec. 21080(b)(1); 15268);
  - Declared Emergency (Sec. 21080(b)(3); 15269(a));
  - Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
  - Categorical Exemption(s): Existing Facilities (SG § 15301) (Class 1), Replacement or Reconstruction (SG § 15302) (Class 2), New Construction or Conversion of Small Structures (SG § 15303) (Class 3), and Minor Alterations to Land (SG § 15304) (Class 4)**
  - Statutory Exemption. State code number:

**Reason Why Project is Exempt:** The proposed project is determined to be Categorically Exempt pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15301 (Existing Facilities), 15302 (Replacement or Reconstruction), 15303 (New Construction or Conversion of Small Structures) and 15304 (Minor Alterations to Land) and Sections 3.a., 3.b., 3.c. and 3.d. of the District's Guidelines for Compliance with CEQA because it would involve negligible expansion of use beyond that previously existing, would not result in a significant cumulative impact due to the continuation of the existing use, would consist of the replacement of an existing

structure, would be located on the same site as the structure replaced, would have substantially the same purpose and capacity, would consist of installation of small new equipment and facilities in small structures, would result in no permanent effects on the environment, and would not involve the removal of mature, scenic trees. Sections 3.a., 3.b., 3.c. and 3.d. of the District's CEQA Guidelines are as follows:

3.a. Existing Facilities (SG § 15301) (Class 1): Includes operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing;

AND/OR

3.b. Replacement or Reconstruction (SG § 15302) (Class 2): Includes replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site and will have substantially the same purpose and capacity as the structure being replaced;

AND/OR

3.c. New Construction or Conversion of Small Structures (SG § 15303) (Class 3): Includes construction of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and conversion of existing small structures from one use to another with minor modifications to the exterior of the structure;

AND/OR

3.d. Minor Alterations to Land (SG § 15304) (Class 4): Includes minor alterations in the condition of land, water and/or vegetation not involving removal of mature, scenic trees.

The District has determined none of the six exceptions to the use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2).

Lead Agency Contact Person and Telephone Number: Justin Huitema, 619-990-5610

Signature:  Date: 4/2/26 Title: Planner I

- Signed by Lead Agency
- Signed by Applicant

Date received for filing at OPR/Clerk:



San Diego County



Transaction #: 8961574  
Receipt #: 2026125956

JORDAN Z. MARKS  
Assessor/Recorder/County Clerk  
1600 Pacific Highway Suite 260  
P. O. Box 121750, San Diego, CA 92112-1750  
Tel. (619) 237-0502 Fax (619) 557-4155  
[www.sdarcc.gov](http://www.sdarcc.gov)

Cashier Date: 04/02/2026  
Cashier Location: SD

Print Date: 04/02/2026 8:41 am

Payment Summary

Total Fees:	\$50.00
Total Payments:	\$50.00
Balance:	\$0.00

Payment	
VITALCHEK PAYMENT	\$50.00
<b>Total Payments</b>	<b>\$50.00</b>
Filing	
CEQA - NOE	FILE #: 2026-000309 Date: 04/02/2026 8:40AM Pages: 5
	State Receipt # 37-04/02/2026-0282
Fees: Fish & Wildlife County Administrative Fee	\$50.00
<b>Total Fees Due:</b>	<b>\$50.00</b>
<b>Grand Total - All Documents:</b>	<b>\$50.00</b>