

CMANC (California Ports) 2024 HQUSACE Meeting

When: 11 FEB 2025, 10:00 to 13:30 ET

Who: HQ SES and staff, Leadership from each CA port, Lobbyist Julie Minerva

Where: Conf Room 3M60/70, 441 G Street, N.W., 3RD Floor, Washington, D.C., 20226

Organizing POCs: Julia Harvey, Veronica Botts-Bell, Anne Baker, SPD RIT

Agenda

09:30-10:00 – Arrivals, security, etc

10:00-10:15 – Introductions and Opening Remarks: Todd Mitchell, CMANC Board of Directors Chair, SPD RIT Lead – Julia Harvey

10:15- 11:15 – Port “Around the Horn” – Each port leader gives a 2-minute summary of their ports location and activities – Leadership from each port, from north to south

11:15-11:30 Mr. Greg Miller, Policy Advisor, Principles, Requirements, and Guidelines Agency Specific Procedures for USACE.

11:30 -11:45 – Ms. Tiffany Burroughs, Chief of Navigation, Nav Update

11:45-12:00 – Ms. Anne Baker, SPD RIT, NEPA & other Environmental Considerations

12:00-1300 – Lunch *with possible visit from Mr. Stephen Hill, Director of Operations and Regulatory Programs*

13:00-13:15 – Mr. Theodore Brown, Chief Programs Integration Division, comments to CMANC. (Includes Q&A)

13:15-13:30 -- Questions and Answers, wrap up

SPD's Navigation Program FY 24 Accomplishments

- In FY24, SPD dredged over 7.2 million cubic yards of sediment from 10 projects in SPN and 7 projects in SPL. Meeting Chief's 70/30 Goal of beneficially using (BU) 70% of dredged material by 2030 is major focus area.
- SPL is already meeting this goal with 95%-98% BU annually.
- SPN was able to beneficially use dredged material at multiple projects in FY24, including Oakland Harbor, Richmond Inner Harbor and Redwood City. (Redwood City – FY24 was the first year in a decade where annual maintenance dredging occurred).
- 90,000 Cubic Yards of Material from the Port of Redwood City Federal Navigation Channel was placed in a shallow water placement site off of Eden Landing
- Placement of material at beneficial use sites has allowed dredging at some projects outside of the environmental window without additional mitigation.
- Sacramento and San Joaquin (Port of Stockton) Projects – The permissible method of dredging was expanded to include clamshell in addition to the standard cutterhead pipeline operation. The use of clamshell has proven to be more efficient.
- Signed Chief's Report for Oakland Turning Basin. Authorized in WRDA 24.

CMANC NAVIGATION OVERVIEW

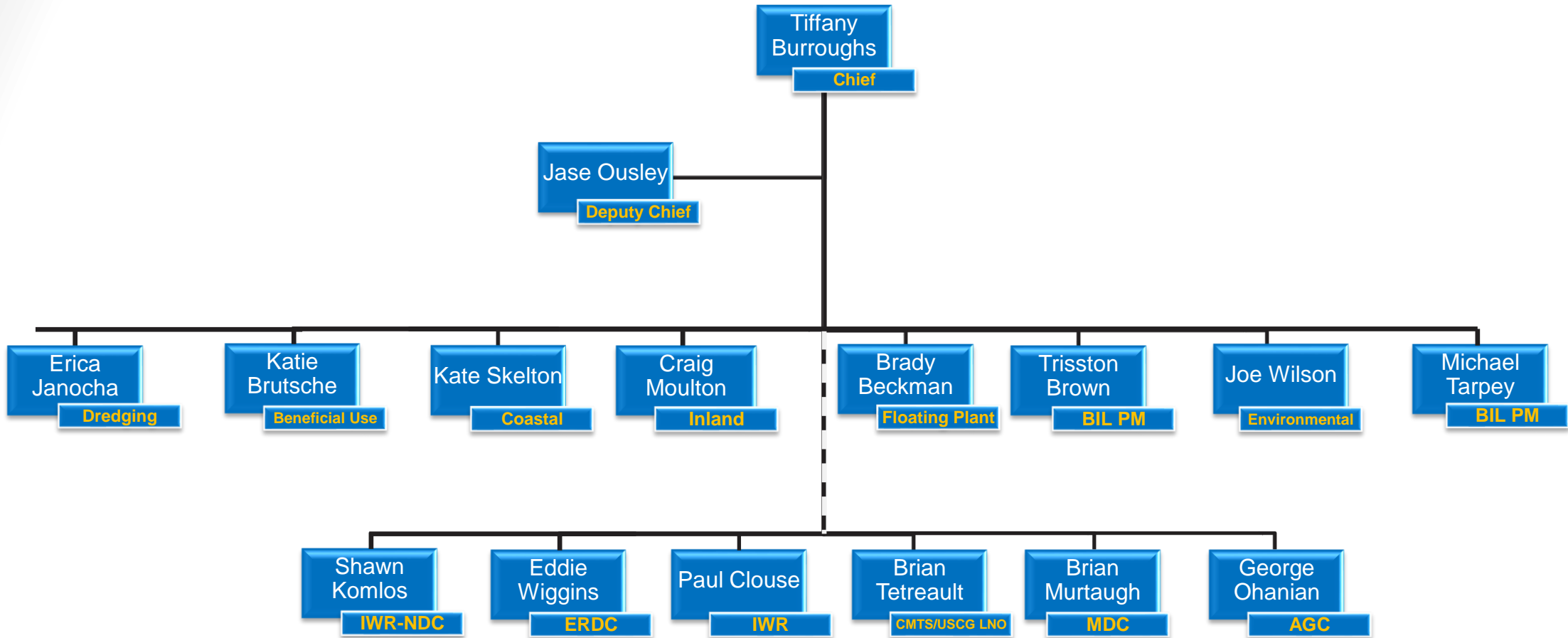


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HQUSACE NAVIGATION TEAM





USACE NAVIGATION MISSION

Navigation is the US Army Corps of Engineers' earliest Civil Works mission, dating to Federal laws in 1824 authorizing and funding the USACE to improve safety on the Ohio and Mississippi Rivers and several ports.

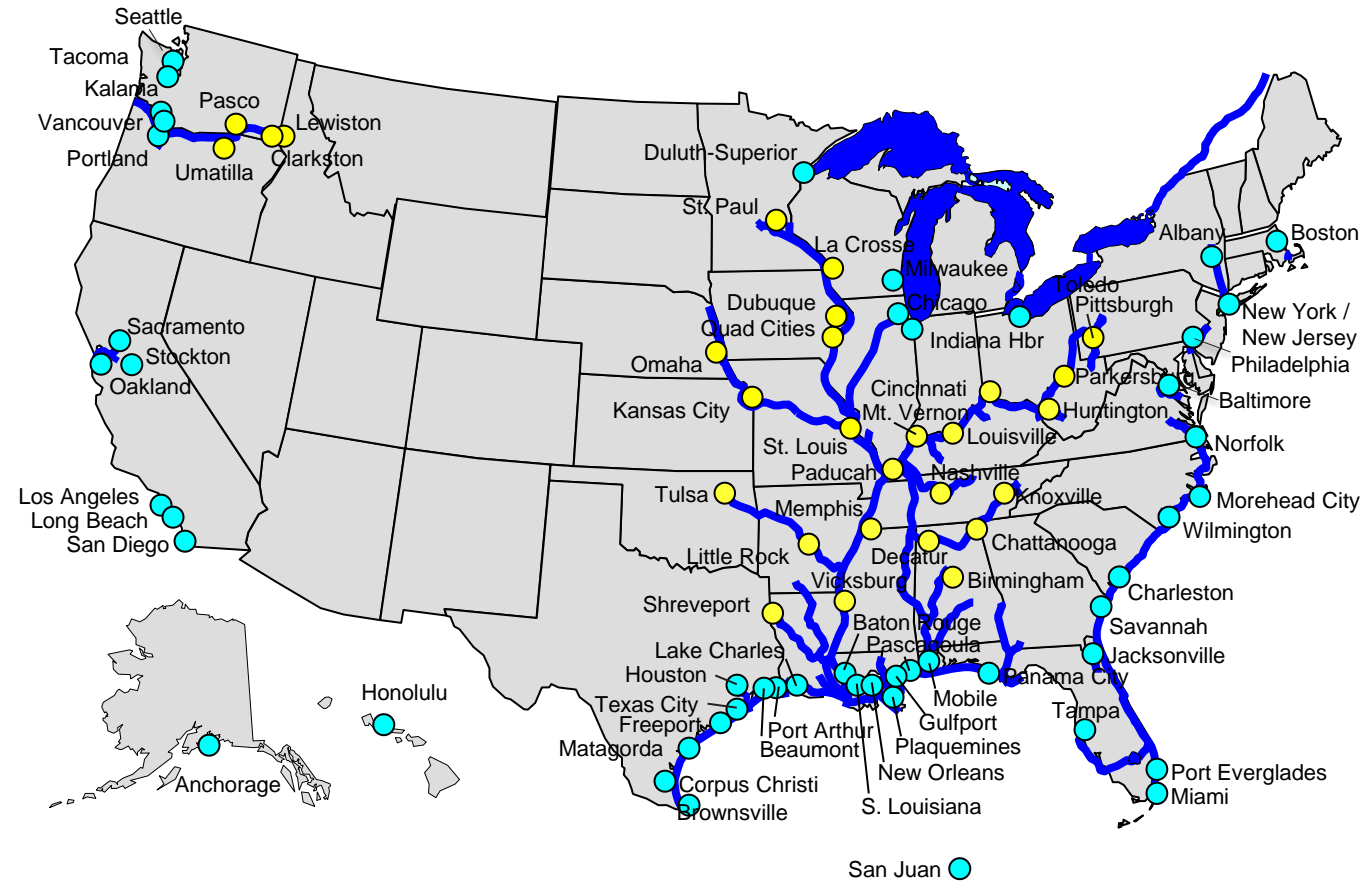
USACE provides safe, reliable, efficient, and environmentally sustainable waterborne transportation systems (channels, harbors, and waterways) for movement of commerce, national security needs, and recreation.





USACE Navigation System

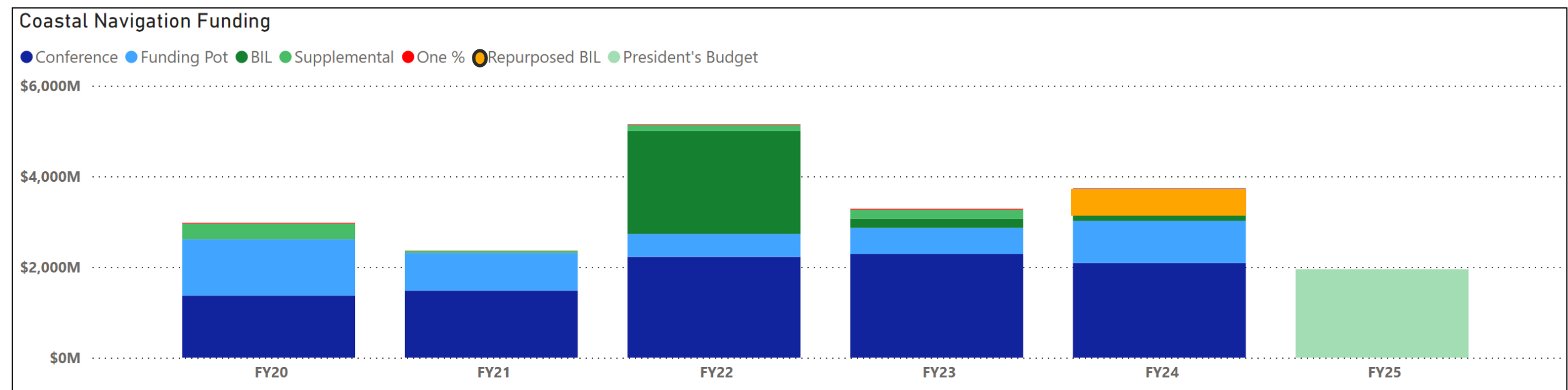
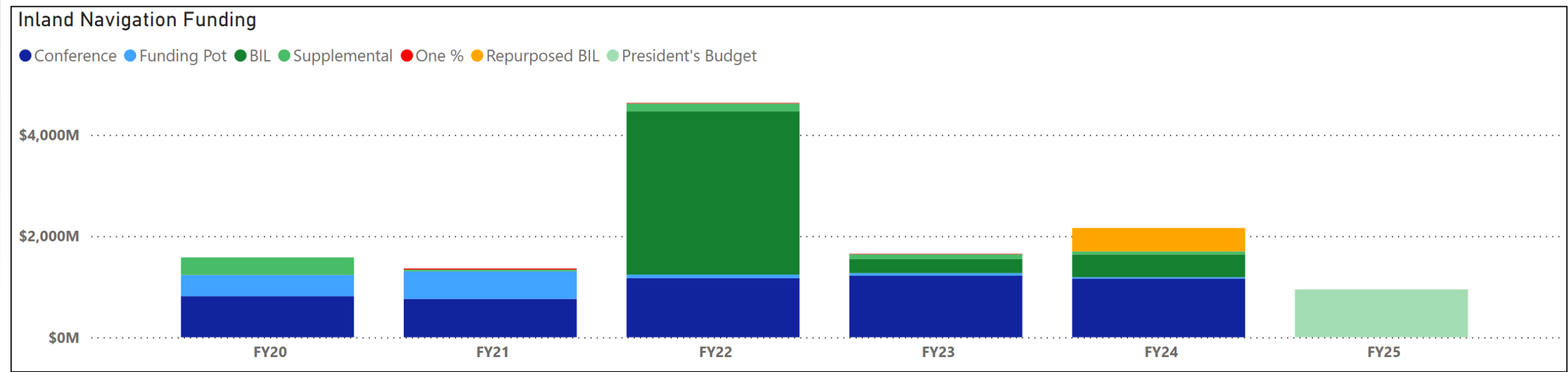
- U.S. Marine Transportation Industry Supports ~ **\$2 Trillion** in Commerce Annually
- **More than 48%** of Consumer Goods Bought by Americans Pass Through Harbors Maintained by Corps.
- Over **1.6 Billion Short Tons** of Foreign Goods Moved Through U.S. Ports/Waterways in 2022
- Over **760 Million Short Tons** of Domestic Goods Moved Thru U.S. Ports/Waterways in 2022
- **15%** of U.S. Domestic Freight Carried by Water
- **237 Lock Chambers** at **192** sites
- **13,000 Miles** of Coastal and Deep Draft Channels
- **12,000 Miles** of Commercial Inland and Intracoastal Waterways
- **1,072** Coastal, Great Lakes and Inland Harbors
- **45** States are directly served by USACE Channels & Waterways



Inland and Coastal Funding Trends

Does not include Remaining Items

MSC	District
All	All





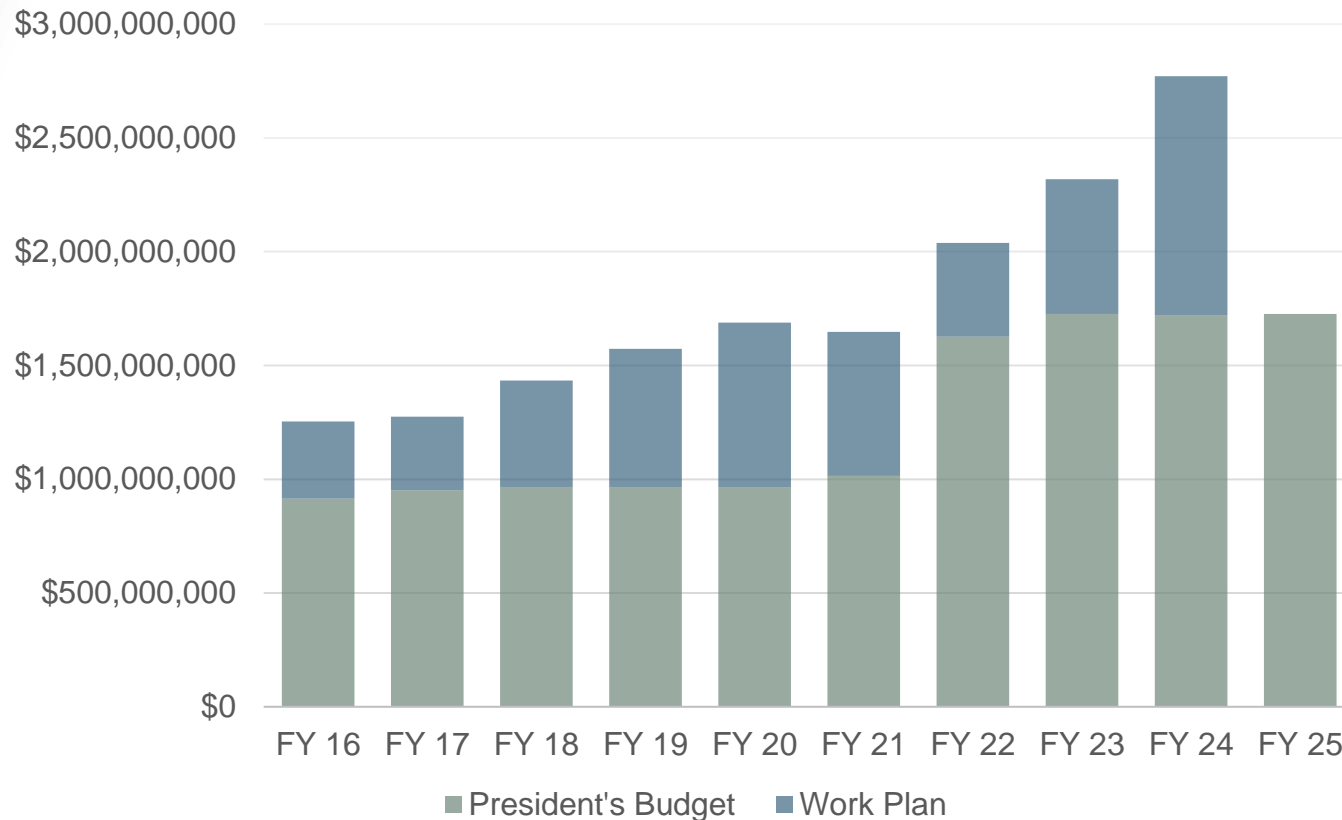
CALIFORNIA NAV O&M FUNDING

- FY24 Appropriations- \$301M
 - Highlights: Donor & Energy funding, Breakwater repairs at Dana Point, Oakland Harbor Dredging, Channel Island Harbor Dredging, Debris Removal
- FY25 President's Budget- \$147M
 - Highlights: Donor & Energy funding, surveys and jetty monitoring, Oakland Harbor Dredging, Humboldt Harbor Dredging, San Francisco Regional DMMP



HARBOR MAINTENANCE TRUST FUND

HMTF Allocation Trends



-End of FY24 Balance ~\$10B

-FY23 bill directed \$2.32B in funding,
FY24 bill directed \$2.77B

-With the exception of a minor dip in FY
20 collections have remained at about
\$1.5B/year

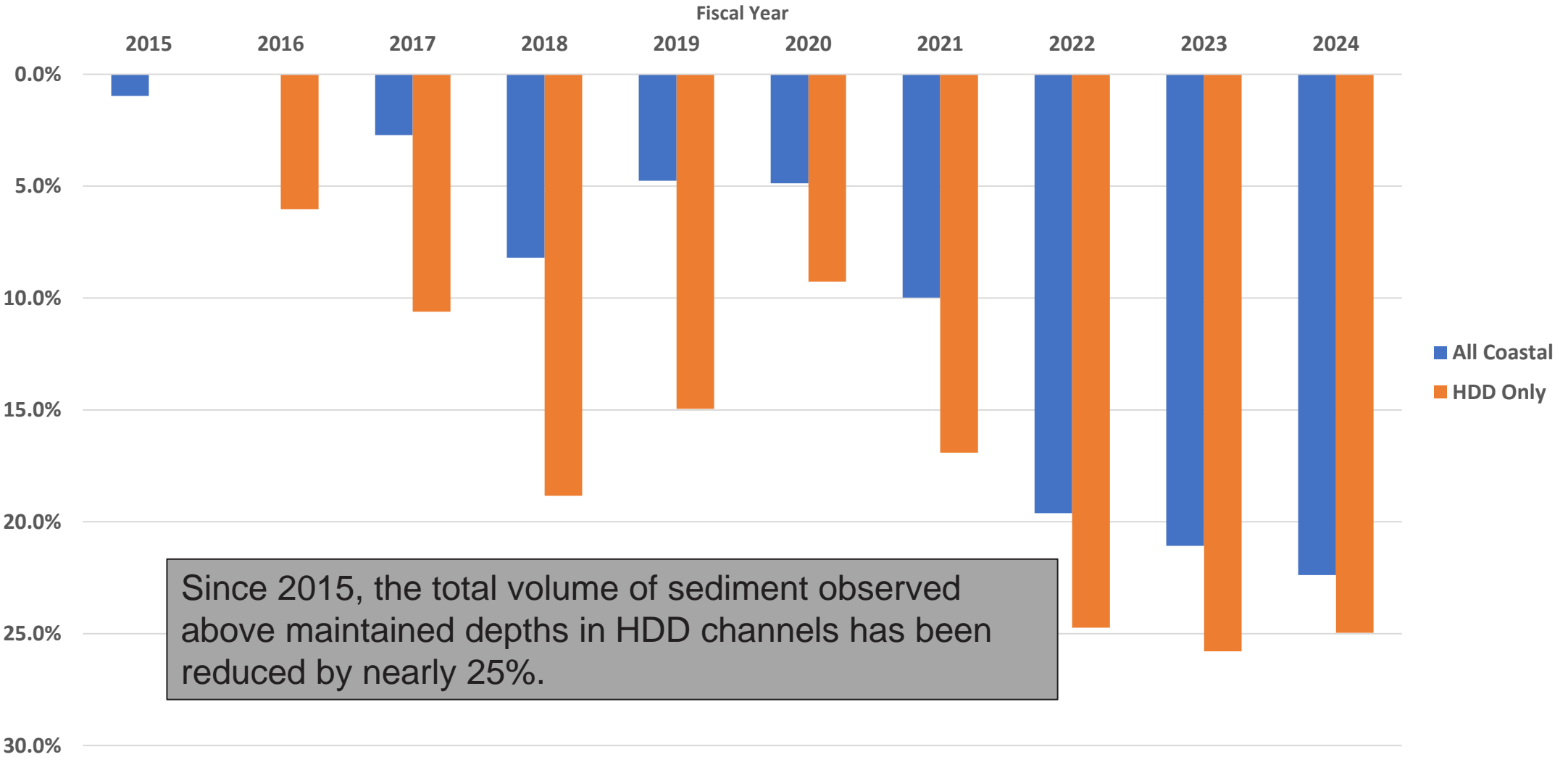
The additional HMTF investments have
allowed us to:

- maintain further into the portfolio those low use projects
- address breakwater and jetty maintenance
- consider advanced maintenance activities at critical harbors



Updated Channel Availability Trends

% Reduction in Volume Shallower than Maintained per unit of Surveyed Area



Since 2015, the total volume of sediment observed above maintained depths in HDD channels has been reduced by nearly 25%.



CHIEF OF ENGINEERS' PRIORITIES

People Always

- Developing new Navigation training, websites, and knowledge management
- Focus on floating plant recruitment and retention initiatives

Deliver Today

- Improving our tools and databases to be more user friendly and to better communicate key issues/challenges
- Modernizing and recapitalizing USACE dredge fleet
- 11 Post Panamax Port Deepening Projects on-going or funded

Innovate for Tomorrow

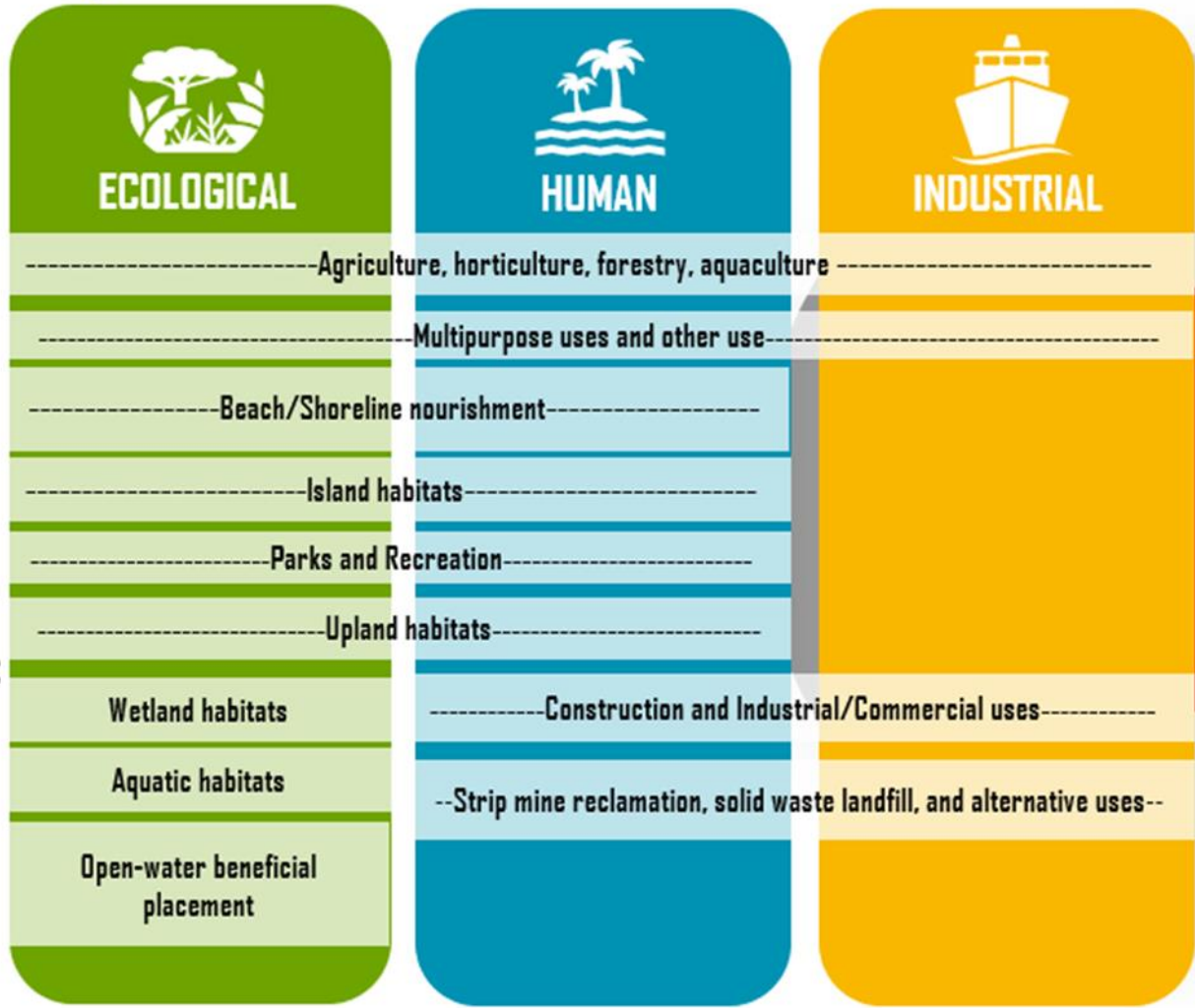
- Identifying opportunities to increase beneficial reuse of dredged material
- Implementing innovative initiatives like Fiber Reinforced Polymer and Lock Control Modernization



BENEFICIAL USE OF DREDGED MATERIAL

DEFINITION: Beneficial uses are defined as productive and positive uses of dredged material, which cover broad use categories ranging from fish and wildlife habitat development, to human recreation, to industrial/commercial uses.

Types of Beneficial Uses



Achieving Our Goal





SAN FRANCISCO 1122 PROJECT STATUS

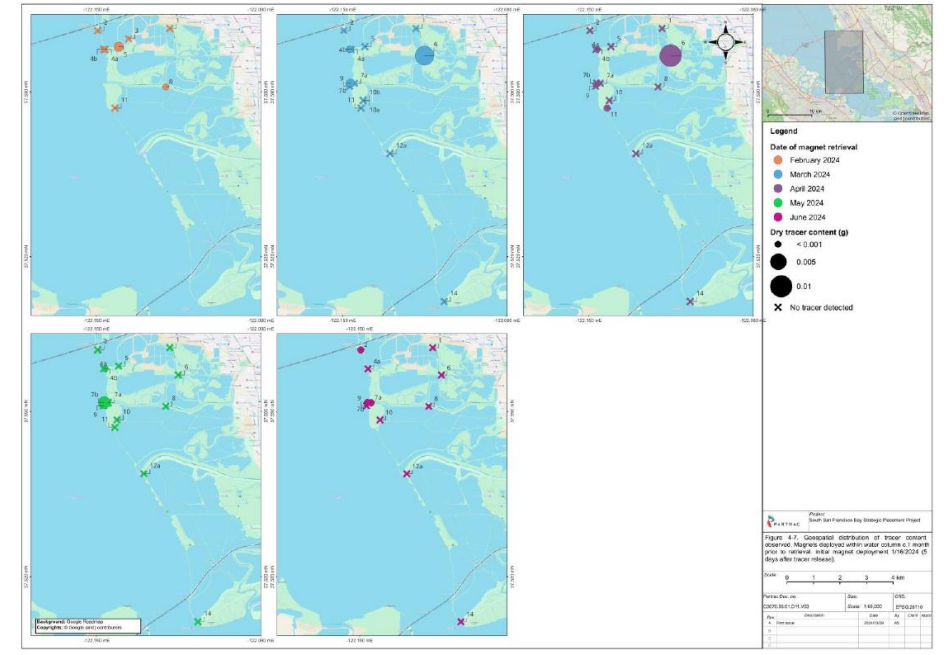
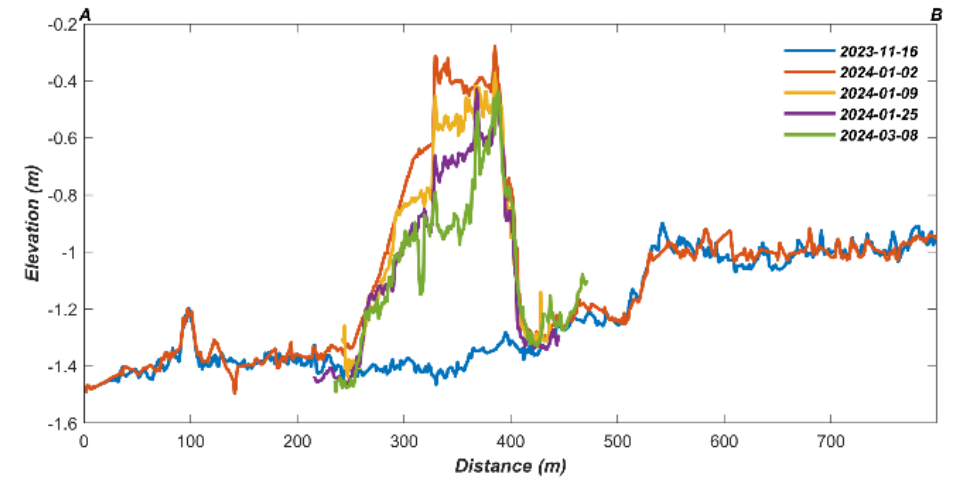
STATUS / CHALLENGES / WAY AHEAD

• STATUS:

- ▶ Bid Award to new company in SF Bay: HME Construction from Vancouver
- ▶ Placement occurred between 6-31 Dec 2023
- ▶ 90,000 CY was placed 1.5 miles offshore of Eden Landing marsh complex in shallow subtidal
- ▶ Unit price was \$34/CY for strategic placement
- ▶ Initial monitoring results
 - ▶ Tracer study found **tracer material in the target marsh!**
 - ▶ Feeder berms are **decreasing** in area and volume
 - ▶ Eelgrass in the area **increased by 80%**
 - ▶ Suspended Sediment Concentrations (SSC) increased for 1.5 hrs and then returned to ambient conditions, and **never exceeded natural levels.**
 - ▶ Benthic communities in the top 5 cm under placement footprint **rebounded in 6 months.**

• WAY AHEAD:

- ▶ Post-project monitoring will continue through June 2025, and reporting through June 2026





CONTACT INFO

Tiffany Burroughs

Tiffany.S.Burroughs@usace.army.mil

202-761-4474

Jase Ousley

jase.d.ousley@usace.army.mil

202-309-2205

Environmental Policy Considerations for Navigation

California Marine Affairs and Navigation Conference

11 FEB 2025



Anne Baker

SPD RIT Endowed Chair at HQUSACE

NEPA Regional Technical Specialist

San Francisco District, USACE



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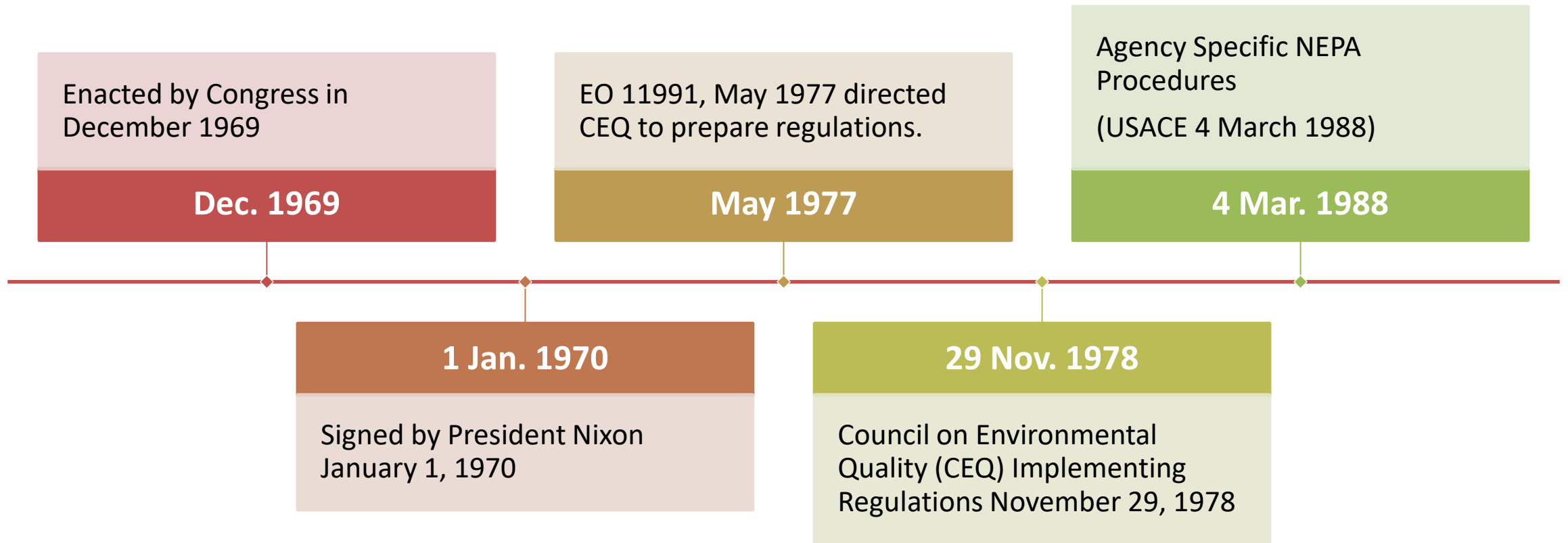
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Agenda

- What's changed with NEPA
- Challenges with Fed vs State law
- How you can help

NEPA History



NEPA in the 2020s

CEQ Implementing Regulations
UPDATED September 14, 2020

14 Sep. 2020

Fiscal Responsibility Act revisions to
NEPA signed by President Biden June 3,
2023

3 June 2023

20 May 2022

CEQ Implementing Regulations Phase 1
Revisions May 20, 2022

1 July 2024

CEQ Implementing Regulations Phase 2
Revisions July 1, 2024

Now What?

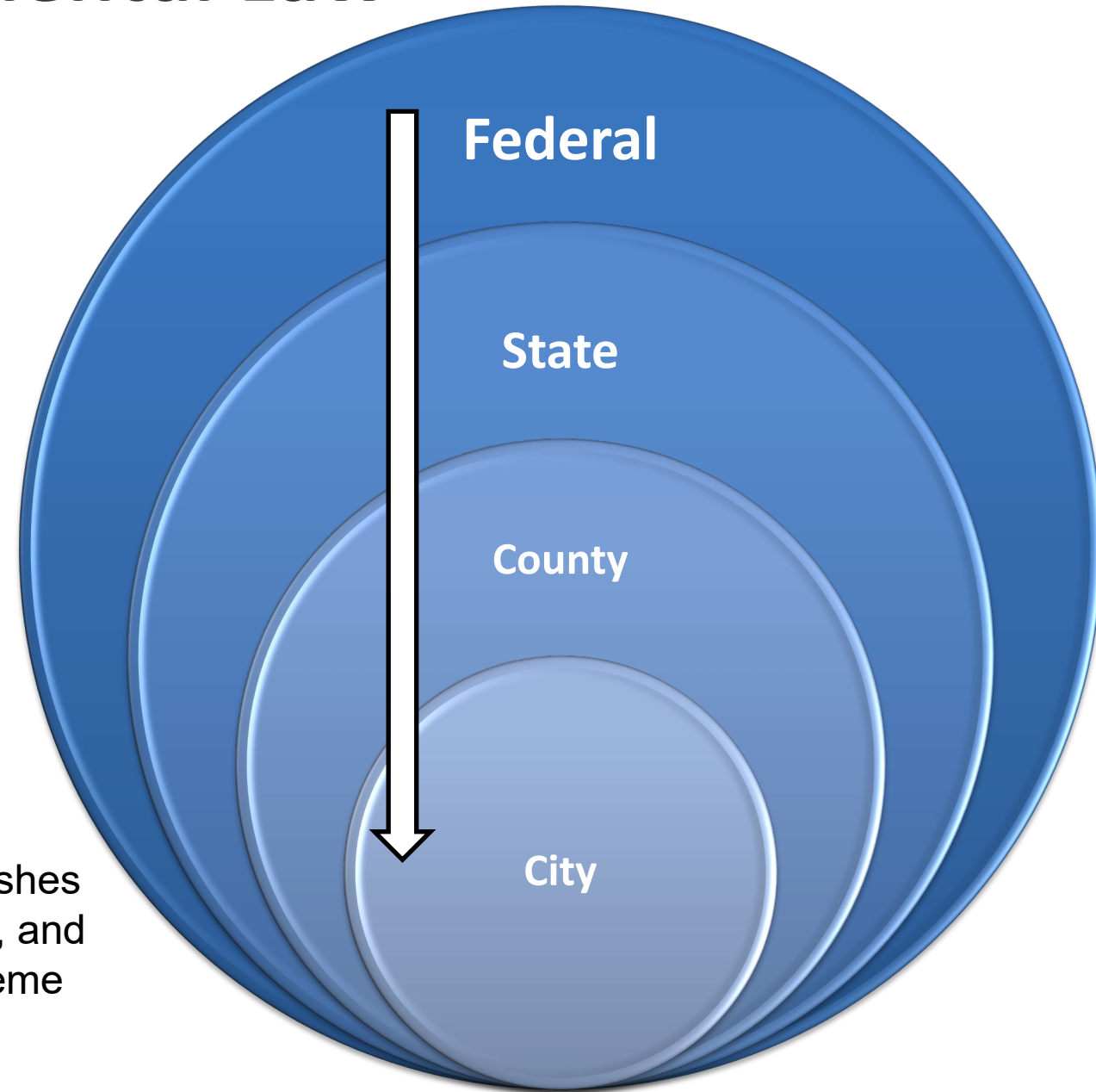
- Marin Audubon Society, et al. vs Federal Aviation Administration and National Park Service, DC Circuit Court decision, 12 NOV 2024
- Seven County Infrastructure Coalition vs Eagle County, argued before SCOTUS 10 DEC 2024, decision pending.
- EO 14154 – Unleashing American Energy, 20 JAN 2025
- State of Iowa et al. vs CEQ, North Dakota U.S. District Court decision, 3 FEB 2025



Federal vs State Environmental Law

- Federal Government is not subject to State or Local laws
- NEPA encourages cooperation with State and local agencies in complying with their requirements.
- When there are inconsistencies between the laws, they should be described; however, Federal agencies are not required to reconcile those inconsistencies.

NOTE: Article VI, Clause 2 of the Constitution establishes that the Constitution, federal laws made pursuant to it, and treaties made under its authority, constitute the "supreme Law of the Land", and thus take priority over any conflicting state laws.



Questions

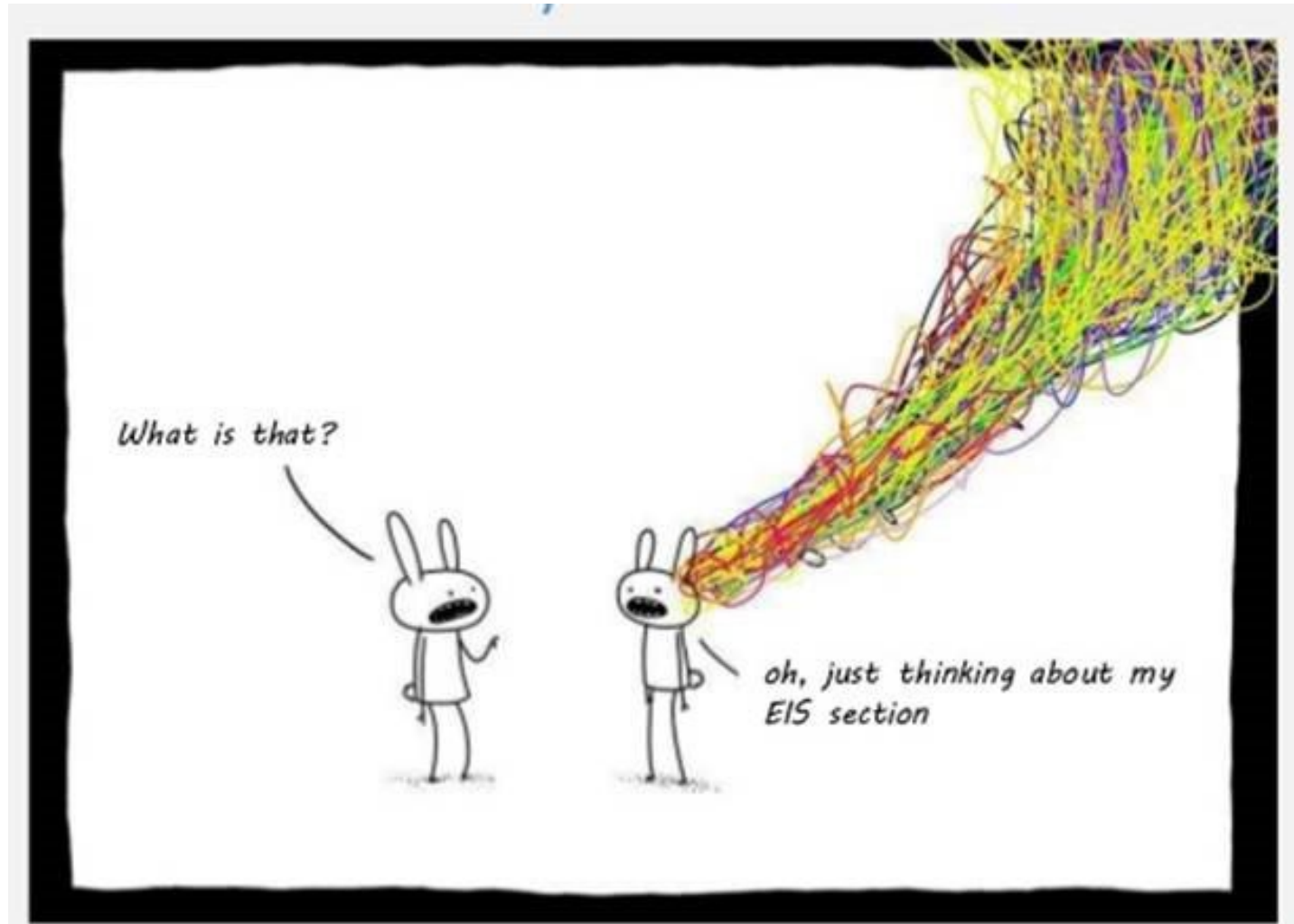


NEPA.GOV
NATIONAL ENVIRONMENTAL POLICY ACT

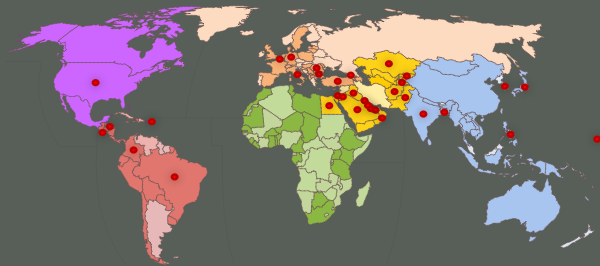
Anne Baker

Anne.E.Baker@usace.army.mil

415-503-6861



USACE 101 –
Full Overview (**Unclassified**)
Standard
U. S. Army Corps of Engineers
California Marine Affairs &
Navigation Conference
11 February 2025



U.S. ARMY CORPS OF ENGINEERS

MISSION

Deliver vital engineering solutions, in collaboration with our partners, to secure our Nation, energize our economy, and reduce disaster risk.

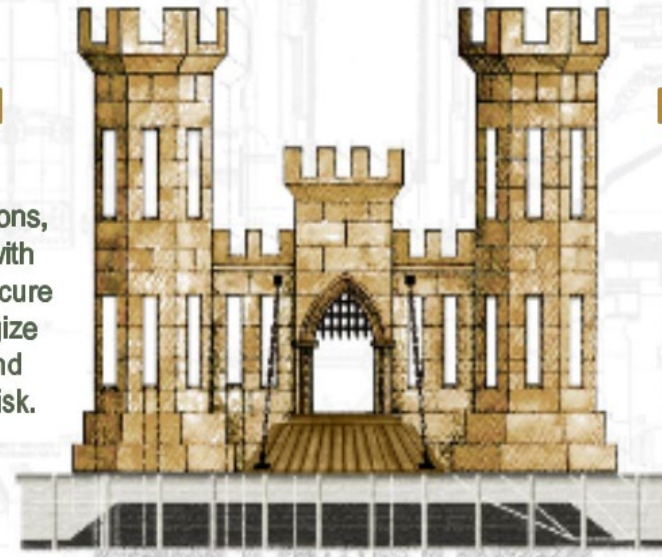
PRIORITIES

PEOPLE

READINESS

PARTNERSHIPS

INNOVATE



ENGINEERING SOLUTIONS TO THE NATION'S TOUGHEST CHALLENGES



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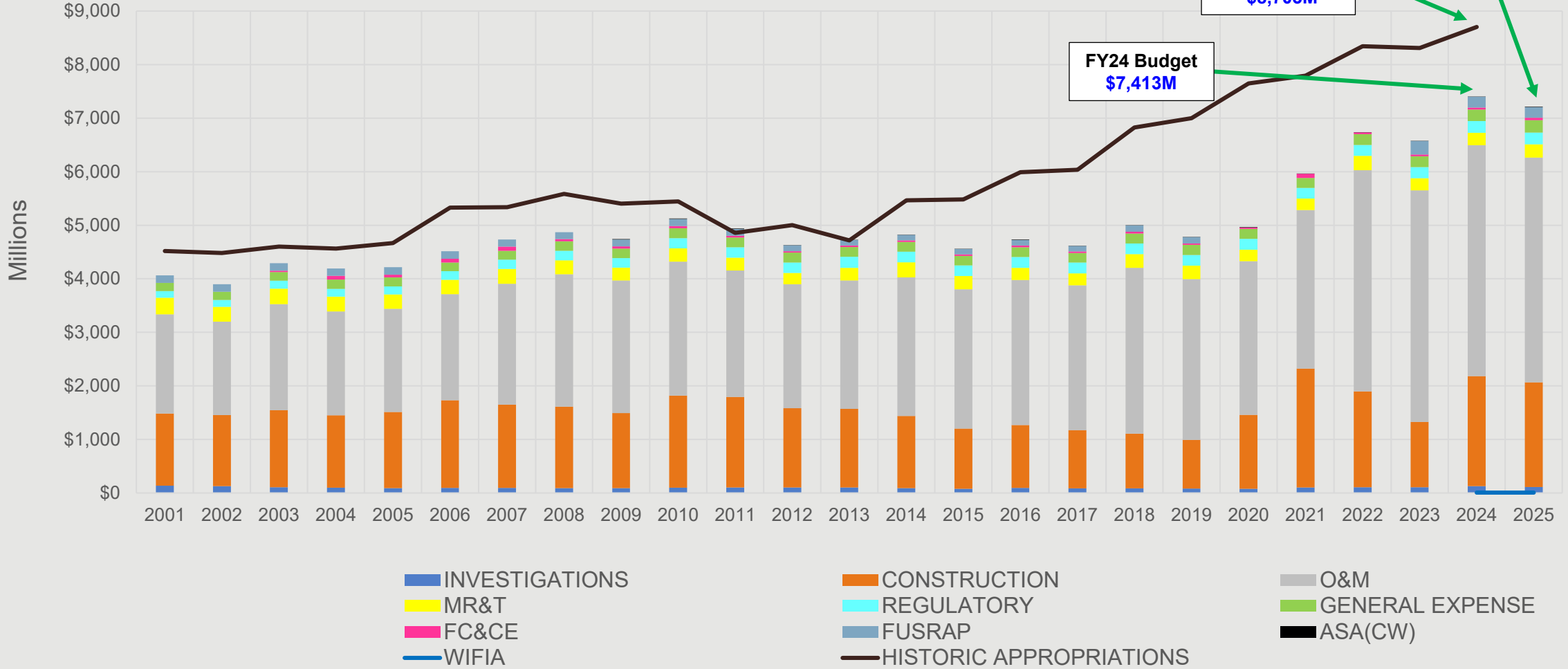
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Civil Works investment trends (excludes Supplemental funding)

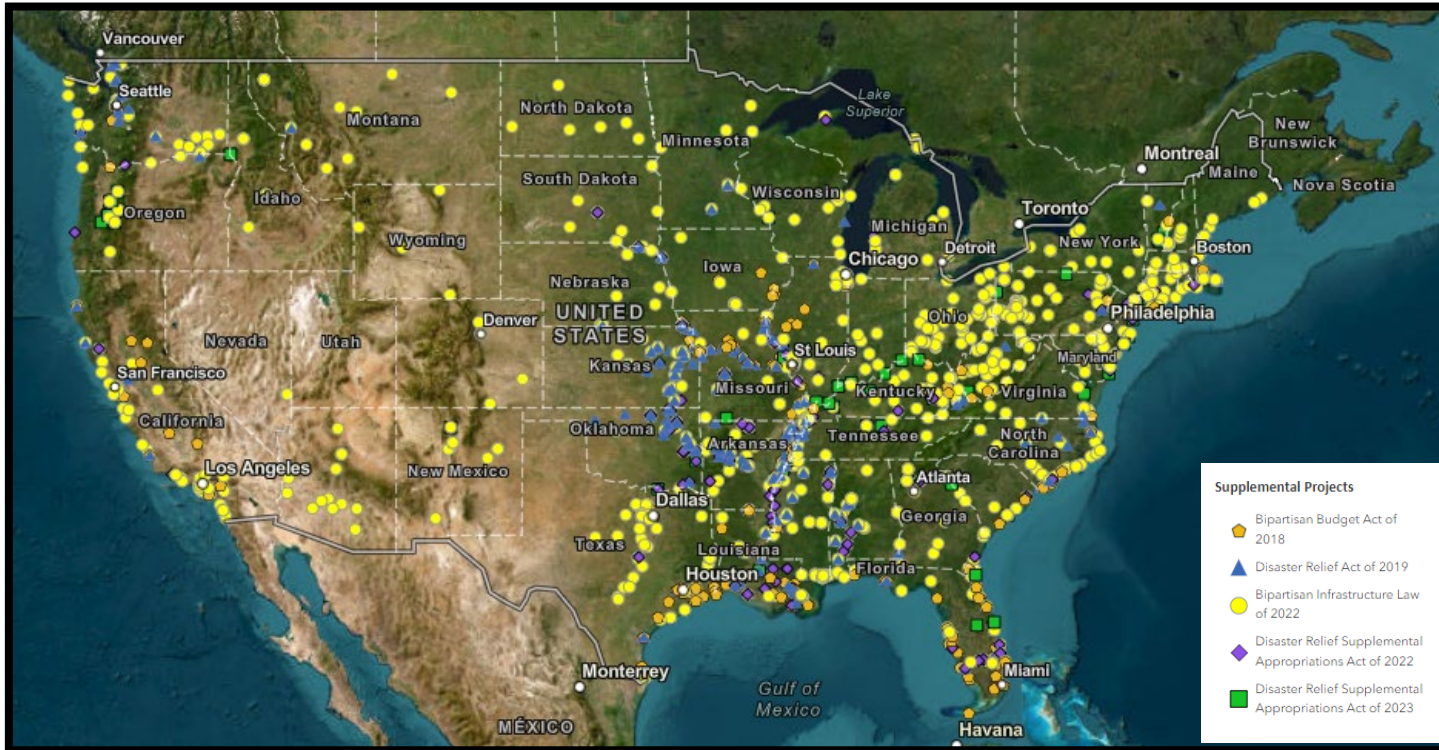


FY25 Budget is ~3% decrease below FY24 Budget
***Note: Total before applying the applicable recissions**



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Supplemental Program OVERVIEW



Katrina (aka HSDRRS) – \$14.5B
(multiple laws starting in 2005); Managed by MVD

Disaster Relief Appropriations Act, 2013 (Sandy) – \$5.1B
(signed into law 29 Jan 2013); Managed by NAD

Bipartisan Budget Act of 2018 – \$17.4B
(signed into law 9 Feb 2018)

Disaster Relief Act of 2019 – \$3.25B
(signed into law 6 Jun 2019)

Disaster Relief Supplemental Approps Act, 2022 – \$5.7B
(signed into law 30 Sep 2021)

Infrastructure Investment & Jobs Act, 2022 – \$17.1B
(signed into law 15 Nov 2021) (formerly BIL)

Disaster Relief Supplemental Approps Act, 2023 – \$1.48B
(signed into law 29 Dec 2022)

**Consolidated Appropriations Act, 2024 –
Repurposed BIL CG \$s assigned by Work Plan**

NEW Disaster Relief Supplemental Appropriations Act, 2025 - \$1.515B
(signed into law 21 Dec 2024)

Total Supplemental Program - ~\$46.47 Billion



SCAN ME

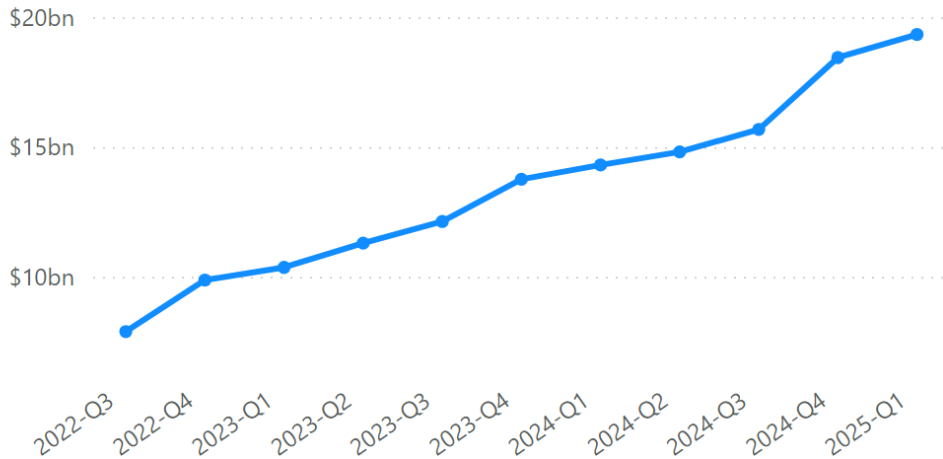
To be directed to our interactive project map

Financial Summary

Includes: BBA 2018, DRA 2019, DRSAA 2022, IIJA, and DRSAA 2023

Appropriation	Program Amount	Cumulative Distribution	Quarterly Distribution	Cumulative Obligation	Quarterly Obligation
Construction	\$30,968,500,000	\$12,310,232,278	\$454,528,445	\$10,084,674,835	\$613,593,967
Investigations	\$425,000,000	\$282,424,329	\$9,494,861	\$249,823,892	\$13,456,284
MR&T	\$3,036,500,000	\$2,205,293,252	\$3,349,634	\$1,888,530,249	\$15,770,423
O&M	\$3,179,800,000	\$6,573,456,978	\$59,974,000	\$4,586,469,232	\$122,788,424
Total	\$37,609,800,000	\$21,371,406,837	\$527,346,940	\$16,809,498,208	\$765,609,098

Cumulative Obligations by Quarter (All Accounts)



High Value Funding Distributions (Current QTR):

CAPE COD CANAL BRIDGES, MA

\$350,000,000

FARGO, ND-MOORHEAD, MN METRO

\$25,335,600

CITY OF NORFOLK, VA

\$13,600,000

2025-Q1



AGREEMENTS

This QTR:

12

Total:

210



AWARDS

This QTR:

19

Total:

796



COMPLETIONS

This QTR:

53

Total:

817



EVENTS

This QTR:

8

Total:

76

Cumulative Distributions – Dollars that have been transferred from the HQUSACE UDB to the project AMSCO and are at the district level in CEFMS ready for execution. All BBA dollars are held at the HQ (S0) level until requested by Districts and approved by the MSC and HQ for distribution.

High Value – Projects that have been distributed the largest amounts of funds to execute – in accordance with the approved Current Working Estimates (CWEs). These distributions are typically indicative of a pending contract award.



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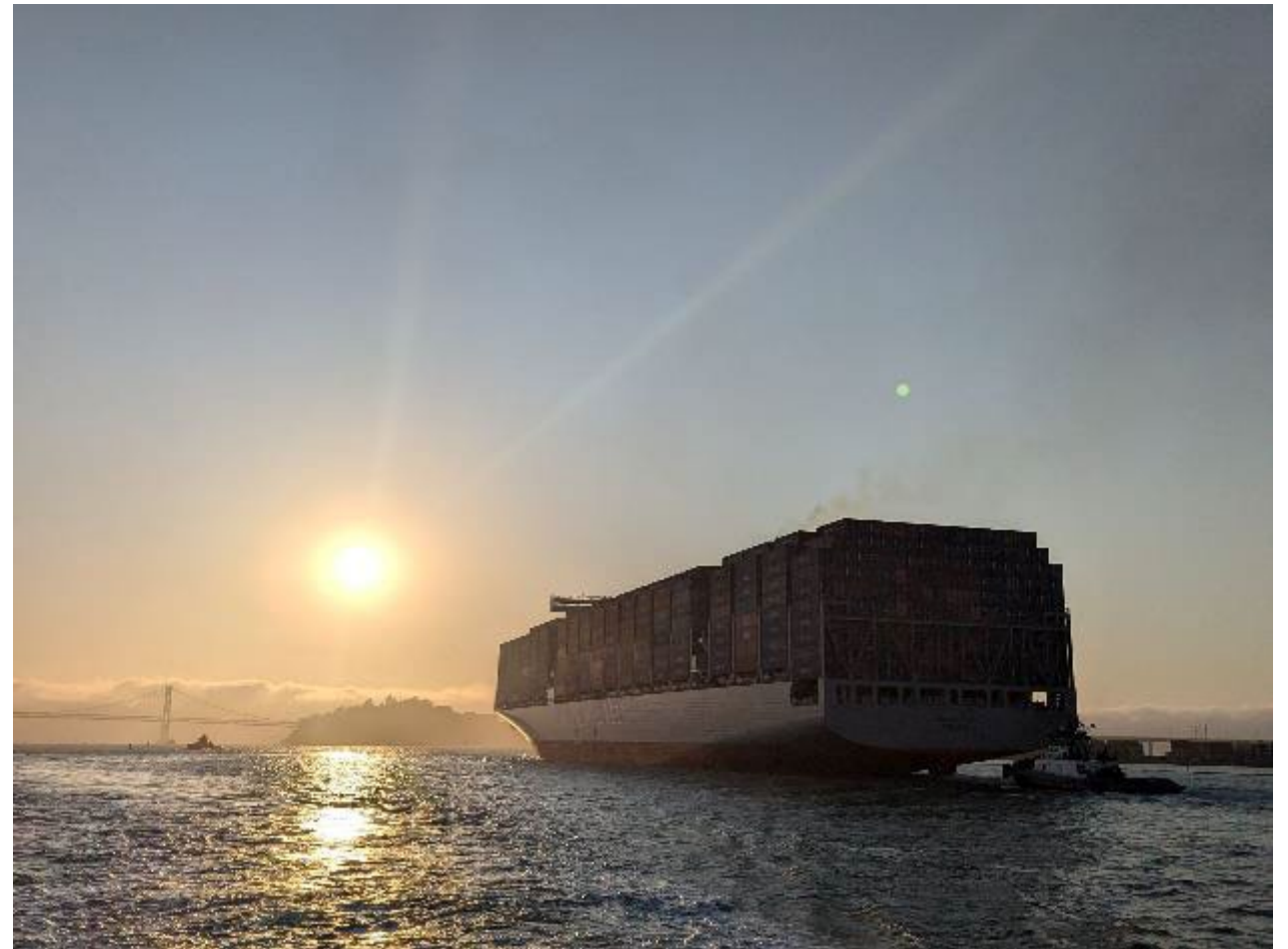
Supplemental Funded California Navigation



- California navigation projects received over \$23M in IIJA O&M funds for 20 different projects including Newport Bay, San Diego Harbor, and the San Francisco Bay Long-Term Management Strategy. Most of the funds will be used to conduct structural surveys and other related operations and maintenance activities.
- The Port of Long Beach received nearly \$8M in IIJA Investigations funds to complete the PED phase, including plans and specifications for the first construction contract for dredging of the West Basin, Main Channel, Approach Channel, and Pier J Approach. This important design work is advancing with great support from our non-Federal partner.

OVERVIEW OF THE FY25 CALIFORNIA NAVIGATION PROGRAM

- Preliminary numbers from the proposed House and Senate Appropriation bills
- All projects are Navigation, O&M account
- Currently no projects in feasibility, PED, or construction





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Los Angeles District Navigation Program



Project	Requested*	House*	Senate*
Channel Islands	4,216	4,216	4,216
Dana Point	40	40	40
Los Angeles-Long Beach	20,515	20,515	20,515
Marina Del Rey	8	8	8
Morro Bay	4,419	4,419	4,419
Newport Bay	30	30	30
Oceanside	2,942	2,942	2,942
Port Hueneme	357	357	357
Port San Luis	23	23	23
Redondo Beach (King Harbor)	10	10	10
San Diego Harbor	189	189	189
San Diego River and Misson Bay	15	15	15
Santa Barbara	3,675	3,675	3,675
Ventura	8,796	8,796	8,796

*in thousands of dollars



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San Francisco District Navigation Program



Project	District	Requested	House	Senate
Bodega Bay	SPN	21	21	21
Crescent City	SPN	21	21	21
Fisherman's Wharf Area	SPN	42	42	42
Humboldt	SPN	14,230	14,230	14,230
Monterey	SPN	21	21	21
Moss Landing	SPN	21	21	21
Noyo River	SPN	6,000	6,000	6,000
Oakland	SPN	26,446	26,446	26,446
Pillar Point	SPN	21	21	21
Redwood City	SPN	3,959	3,959	3,959
Richmond	SPN	12,149	12,149	12,149

*in thousands of dollars



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San Francisco District Navigation Program



Project	District	Requested	House	Senate
Sacramento River 30 foot	SPN	6,455	6,455	6,455
Sacramento River Shallow Draft	SPN	205	205	205
San Francisco Bay Long Term Management Strategy	SPN	1,443	1,443	1,443
San Francisco Bay (Drift Removal)	SPN	4,328	4,328	4,328
San Francisco Harbor	SPN	5,144	5,144	5,144
San Joaquin River, Port of Stockton	SPN	5,901	5,901	5,901
San Pablo Bay and Mare Island Strait**	SPN	2,896	2,896	3,096
Santa Cruz	SPN	881	881	881
Suisun Bay	SPN	9,204	9,204	9,204

**San Pablo Bay and Mare Island Strait is the only project where the House and Senate requests are not aligned. In thousands of dollars

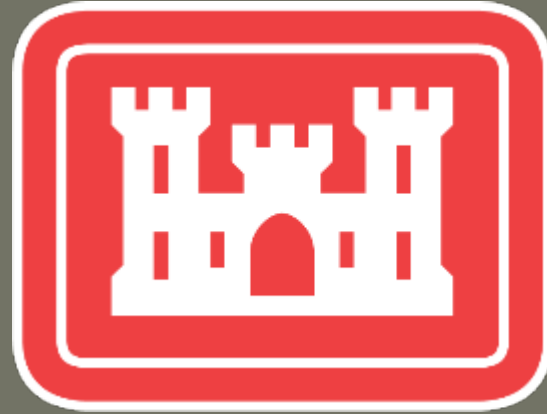


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U.S. ARMY CORPS OF ENGINEERS OVER 249 YEARS OF SERVICE TO THE NATION



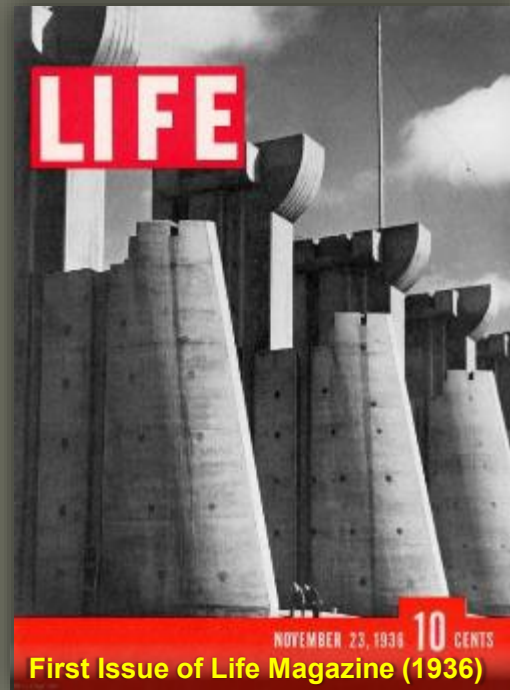
U.S. Capitol Extensions & Dome - 1868
Washington Monument - 1884
Lincoln Memorial - 1922



The Pentagon (1943)



Panama Canal - 1914



NOVEMBER 23, 1936 10 CENTS
First Issue of Life Magazine (1936)



Restoring Power Post-Hurricanes - 2018



Bonneville Dam - 1937



Greater New Orleans Hurricane and Storm
Damage Risk Reduction System 2022