

To promote the operation, maintenance and improvements of California harbors, ports and navigation projects that demonstrate responsible stewardship and benefit the regional and national economy

CMANC is a consortium of California harbors, ports and marine interest groups. The vision of CMANC is that California ports and harbors, of all sizes, are an integrated system, recognized and supported as the gateway to national commerce and international trade. CMANC works with the California legislature and congressional delegation to ensure that California maritime interests are supported by the federal and state government to the greatest extent possible.

CMANC member's common interests include:

- Support for the operation, maintenance and improvement of California harbors, ports and navigation projects that —
 - demonstrate responsible stewardship
 - benefit the regional and national economy
- Regional sediment management policies that value rational and beneficial reuse
- Holistic inter-agency regulatory programs that avoid duplication

These interests recognize the importance of California's ports and harbors to the nation while benefiting the environment and well being of California's citizens.

CMANC's Current Issues

Full expenditure of the Harbor Maintenance Tax for its intended purpose;
 Passage of a Water Resources Act in 2014;
 More efficient Water Resource project execution and maintenance;
 Encourage policies that provide for sustainable goods movement in California;
 Support for adaptive management of coastal resources;
 Support for working waterfronts;
 Support for responsible risk management in preparation for climate change;
 Proactive in National Marine Sanctuary Act Reauthorization.

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Port of San Francisco

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Port of Redwood City

Doug Thiessen
Port of Long Beach

Jeff Wingfield
Port of Stockton

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE



Attendees, March 26 & 27, 2014



Name	Agency/Firm
Jay Ach	Port of San Francisco
Dan Allen	Moffatt & Nichol
Elizabeth Blanchard	Port of Stockton
Drew Brandy	Port San Luis Harbor District
Grady Bryant	Gahagan & Bryant Associates
Greg Carson	Ventura Port District
Chris Chan	Port of Oakland
Mike Christensen	Port of Los Angeles
Michael Duffy	Port of Stockton
Eric Endersby	City of Morro Bay
Robera Goulart	Solano County
Bill Hanson	Great Lakes Dredge & Dock
Jim Haussener	CMANC
Jess Herrera	Port of Hueneme
Jamie Irons	City of Morro Bay
Jay Jahangiri	TRE Consulting, Inc.
Gary Jones	Los Angeles County, Department of Beaches and Harbors
R J Lyerly	Carpi Clay & Smith
Steve McGrath	Port San Luis Harbor District
Todd Mitchell	Fugro Pelagos
Clay Nichol	Moffatt & Nichol
Imee Osantowski	Port of Oakland
Richard Parsons	Ventura Port District
Oscar Peña	Ventura Port District
Rick Rhoads	Moffatt & Nichol
Steve Scheiblaue	City of Monterey
Jeff Wingfield	Port of Stockton

California Marine Affairs and Navigation Conference *March 26 – 27, 2014*

Key Washington Meetings

Agenda: To discuss international trade through California, contributions to the National Economy, benefits of civil works to the environment and recognition of California ports and harbors in budgeting priorities.

Wednesday, March 26

Mr. Gary Magnuson	NOAA—CMTS
Ms. Betsy Southerland	EPA
Mr. Barry Holliday	DCA
Mr. Glenn Boledovich	NOAA
Mr. Roger Cockrell	Senate Appropriations Staff
Senator Barbara Boxer	Chair, EPW Committee
Mr. Ted Illston	EPW Committee Staff
Mr. Tyler Rushforth	
Mr. Dave Whaley	House Fisheries, Wildlife,
Mr. Gary Frazer	USFWS

Thursday, March 27

Mr. Let Mon Lee	Deputy Assistant ASA, CW
CDR Jeff Morgan	USCG
Mr. Jeremy Thompson	Customs & Border Protection
Mr. Alex Mrazik	FEMA
MG John Peabody	U.S. Army, Corps of Engineers
Mr. Steve Stockton	
Mr. James Hannon	
Mr. Jeff McKee	
Mr. Bradd Schwichtenberg	
Ms. Pauline Acosta	
Ms. Sally Ericsson	OMB, Natural Resources
Mr. Victor Mendez	Deputy Secretary, DOT

January 8, 2014

Dr. Elizabeth Behl
Director, Health & Ecological Criteria Division
Office of Water
Mail code: 4301M
U.S. Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Subject: Consideration of Biotic Ligand Model for Marine Waters

Dear Dr. Behl,

The San Diego Unified Port District (Port), created by the California Legislature in 1962, serves to balance regional economic benefits, recreational opportunities, environmental stewardship and public safety while protecting the tidelands resources on behalf of the citizens of California. The Port is dedicated to protecting and improving the environmental conditions of San Diego Bay and the Port tidelands. As part of its role, the Port is committed to conducting its operations and managing resources in an environmentally sensitive and responsible manner and ensuring that tenant operations do the same.

As one of the key stakeholders named in the Shelter Island Yacht Basin Dissolved Copper Total Maximum Daily Load (TMDL)¹, the Port is faced with the challenges of complying with water quality regulations that stem from the use of a legally available product. For several years, the Port has been at the forefront of this copper matter and has made significant progress in developing a core understanding of the issues. The Port has taken a leadership role, distinguishing itself by developing model programs for hull paint research and policy-based copper reduction programs. As a result of our efforts, several state agencies are basing their policy decisions largely upon our findings².

¹ SIYB TMDL: http://www.waterboards.ca.gov/sandiego/water_issues/programs/watershed/souwatershed.shtml#siybtmdl

² Marina Del Rey Proposed TMDL Amendment:
http://www.waterboards.ca.gov/losangeles/board_decisions/basin_plan_amendments/technical_documents/bpa_96_R13-XXX_td.shtml



Dr. Elizabeth Behl
Page 2
January 8, 2014

As the Clean Water Act's list of impaired waters grows, the Port is faced with more sites having similar copper impairments. For example, in addition to Shelter Island, the seven remaining San Diego Bay marina basins now have copper impairments thereby requiring the development of TMDLs for each of these basins. Moreover, a 2009 study by the California Department of Pesticide Regulation identified high levels of copper in numerous marinas across the state.

The Biotic Ligand Model (BLM) has been successfully validated to predict the toxicity of a variety of dissolved metals to various freshwater organisms and is already being used in aquatic-quality guidance for copper. The BLM approach also has been shown to be an efficient substitute to performing bioassays in freshwater environments and may lead to more technically defensible ecological risk assessments. Advantages of a marine BLM would be similar; improved economy, speed, and the ability to generate site-specific water quality criteria that are cognizant of the multiple factors that affect water chemistry.

A federally approved marine BLM will be extremely beneficial to California. As the list of copper-related water impairments increases, it is imperative that regulators rely on the most up-to-date scientific approaches and information to develop consistent and appropriate water quality standards that are protective, yet appropriately represent conditions within those impaired areas.

The Port recognizes the importance of considering site-specific factors when developing TMDLs. There is an increasing body of evidence suggesting that the current water quality objective may be overly protective of water quality beneficial uses in the Shelter Island Yacht Basin and San Diego Bay. Moreover, California's Regional Water Quality Control Boards need time to incorporate the BLM into TMDL approaches and Basin Plan amendments. As additional TMDLs are forthcoming in the near future, the timing is critical so the BLM can be approved for their use.

On behalf of the Port, I want to commend the EPA for initiating the development of the biotic ligand model for marine waters, and we support its expeditious completion. The Port believes the BLM will become an important tool in improving the understanding of the health of our waters and will ensure that regulations are effective in preserving the beneficial uses of our bay while balancing the economic feasibility of implementing pollution control measures.

As we continue our efforts to support pollution prevention and source control measures and move forward in complying with the Total Maximum Daily Load for copper in the Shelter Island Yacht Basin, we will continue to encourage improvements in

Dr. Elizabeth Behl
Page 3
January 8, 2014

understanding the science and working with regulators to improve the waters, sediments, and resources within the bay and throughout the state.

Thank you for taking these comments into consideration.

Sincerely,


Wayne Darbeau
President/CEO

cc: Board of Port Commissioners, Jason H. Giffen, Ellen Gross, Karen Holman, Senator Feinstein (D), Senator Boxer (D), Congressman Vargas (D-51st), Congressman Peters (D-52nd), Assembly Majority Leader Atkins (D-San Diego)

cc via email: David W. Gibson (dgibson@waterboards.ca.gov)
Wayne Chiu (wchiu@waterboards.ca.gov)
Charles Delos (delos.charles@epa.gov)
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Aaron Allen (Aaron.Allen@mail.house.gov)
Lumay Wang (Lumay.Wang@mail.house.gov)
Deanna Spehn (Deanna.Spehn@asm.ca.gov)

Recommendations for the Re-Authorization of the National Marine Sanctuaries Act

C-MANC supports the conservation of the nation's ocean and Great Lake resources through Congressionally established Marine Sanctuaries. C-MANC member ports, harbors, and communities have a great amount of experience in working with California's four National Marine Sanctuaries and with the Office of National Marine Sanctuaries. While the National Marine Sanctuaries Act has offered a framework for establishing National Marine Sanctuaries, wherein greater management may occur than in the rest of the nation's ocean and Great Lake waters, C-MANC members also see a number of ways in which the Act can be clarified and strengthened to improve the services it ultimately provides to the nation.

C-MANC's recommendations for the Re-Authorization of the National Marine Sanctuaries Act are:

The Act should explicitly require the Sanctuary site managers to use the best available, peer-reviewed science representing a broad range of scientific views in their decision making for permit conditions and for potential regulations. The sanctuaries must be tasked with making credible efforts to reconcile any competing or conflicting scientific opinions.

Clarify that the 1972 marine Protection, Research and Sanctuaries Act did not envision Sanctuaries be regulatory agencies in regard to dredging and dredge material disposal relative to harbors that may be in or adjacent to Sanctuaries. That primary responsibility has been given by Titles I and II of the Act, to the Corps of Engineers and EPA. Furthermore Sanctuaries should be mandated to embrace beneficial reuse of marine sediment.

Beneficial reuse of the nation's marine sediment resources has become a clear policy mandate in State and Federal resource agency guidelines. EPA/USACOE Beneficial use manual 842 B 07 001; WRDA 2007 Section 2037; 2004 California Ocean Protection Plan, all embrace the concept of preserving and reusing marine sediment resources. Conversely, however, Sanctuary designation documents generally contain pejorative language relative to dredging activities. Such broad brush, negative language does not serve the nation's stated sediment goals and should be amended to encourage a fair, scientific analysis of each dredging application. NOAA should encourage favorable findings by Sanctuary managers where the facts of any individual application support a beneficial outcome.

Sanctuaries should not have the authority to regulate fisheries, either directly or indirectly or through reserves or no-take zones. This should be left to existing science-based regulatory authorities. Sanctuaries would be able to work with the fishing industry, NOAA Fisheries, and the Federal Regional Fishery Management Councils if any fishery-related issue arises.

Clarify the role and purpose of the Sanctuary Advisory Councils. The Sanctuaries Act should provide clear direction that council members accurately reflect the makeup of the community, including stakeholders, and that some method of accountability from the council representatives to their constituency groups, whom they are to represent, must be in place. Sanctuary Managers should not be in the position of having full control over not only the types of seats, but also who occupies those seats on the Advisory Councils. C-MANC believes that the public expects that these Councils will reflect the will of the regional communities and stakeholders.

Strengthen the public process required to change a Sanctuary designation document. Concurrence for any language or boundary changes, or new authorities, should be required from both the member (s) of Congress representing the District(s) that adjoin the Sanctuary, as well as concurrence from whatever local agency served as the lead agency for Sanctuary Designation.

Sanctuary status should not restrict vessel traffic nor require alterations to shipping lanes that are not supported by that industry.

C-MANC recommends not allowing the expansion of existing Sanctuaries or designation of new Sanctuaries until the problems identified above are resolved.



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- Ventura Port Dist.*
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October 10, 2012

Ms. Maria Brown
 Sanctuary Superintendent
 Gulf of the Farallones National Marine Sanctuary
 991 Marine Drive
 The Presidio
 San Francisco, CA 94129

JEFF WINGFIELD
CHAIR

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VICE CHAIR

LYN KRIEGER
TREASURER

CHRIS BIRKELO
IMMEDIATE PAST CHAIR

JAMES M. HAUSSENER
EXECUTIVE DIRECTOR

Subject: Revisions of Boundaries for the Monterey Bay
 National Marine Sanctuary (MBNMS); Docket Number NOAA-NOS-2012-0153

Dear Ms. Brown:

Thank you for the opportunity to comment on whether the MBNMS should expand its boundary to include the "exclusion area" and the potential effects of boundary expansion.

The California Marine Affairs and Navigation Conference (CMANC) and its members have over a fifty year relationship with the federal government in the development, operation, maintenance and improvement of the ports and harbors in California and their necessary navigation projects.

The Federal Register Notice of August 7, 2012 (Notice) states that a concurrent process is being undertaken under both the National Marine Sanctuaries Act and the National Environmental Policy Act with the completion of the final environmental impact statement within approximately twelve months of August 2012. To be on such a short time frame of identifying alternatives, issuing a draft environmental impact statement, choosing a preferred alternative and issuing a final environmental impact statement indicates that a listing of alternatives and an analysis of those alternatives has already started. We would like to see said listing and analysis.

In your public presentation on August 23, 2012 you mentioned how the Sanctuary Advisory Council (SAC) for the Gulf of the Farallones National Marine Sanctuary unanimously approved moving ahead with incorporating the expansion area. You did not state whether or not the Sanctuary Advisory Council for the Monterey Bay National Marine Sanctuary had voted in a similar manner. Has the MBNMS SAC voted on this proposal of exploring the option of incorporating the exclusion area into the MBNMS boundaries? If not, why not? While the Gulf of the Farallones Marine Sanctuary has administrative jurisdiction, we are not aware of any change to the Charter of the MBNMS SAC in their responsibilities to provide advice to the Secretary of Commerce regarding Sanctuary management priorities, programs and activities.

The Notice states, in part: *The following activities taking place at the time of MBNMS designation were listed as reasons for excluding the region: 1. Pollution problems stemming from the combined sewer overflow component of the City and County of San Francisco's sewage treatment program; 2. High vessel traffic in the area; 3. Potential pollutants from dredge spoils deposited in the exclusion area. The Sanctuary has received reports that these three conditions are no longer valid issues for exclusion of this area. The San Francisco Public Utilities Commission (SFPUC) Oceanside Wastewater Treatment Plan has functioned for 17 years without a permit violation and is viewed as a national model of environmental sustainability. Recommended vessel traffic patterns have been moved offshore of the exclusion area and dredged materials are reported to be clean and are permitted under the Environmental Protection Agency.*

Yet, the web site: montereybay.noaa.gov provides a different story: *The boundary expansion excludes a small area of approximately 71 square nautical miles off the north coast of San Mateo County and the City and County of San Francisco. The excluded area encompasses the anticipated discharge plume of the combined sewer overflow component of the City and County of San Francisco's sewage treatment program, the shipping channel providing access to and from San Francisco Bay, and the Golden Gate dredged material disposal site associated with this channel. NOAA has determined that the nature and level of these activities are not appropriate for inclusion within a national marine sanctuary. By excluding this small area from the Sanctuary, NOAA will be able to focus Sanctuary management on the long-term protection of other areas that contain nationally significant resources and qualities and are less heavily impacted by human activity. By excluding the anticipated discharge plume of the combined sewer overflow from the Sanctuary, a buffer zone has been created protecting Sanctuary resources and qualities from the discharge.* Is the information provided at montereybay.noaa.gov accurate? If so, please describe how NOAA now has the ability to expand its purview to include the exclusion area.

It appears that the Notice is not entirely accurate in its portrayal of why the exclusion area was excluded. Yes, the three issues of sewage, vessel traffic and dredged material disposal were the reasons. However, it was the plume associated with the sewage, the San Francisco Bar Channel and placement of dredged material that were the driving forces. The Notice does not answer any of those three items. Is there a problem with the plume from the wastewater treatment plant? As the San Francisco Bar Channel is still in the same location, what conditions have changed that now allows it to be within the Sanctuary? Does the use of the near shore dredged-material placement site (SF-17) for material dredged from the San Francisco Bar Channel meet the current MBNMS regulations? Our understanding is the current regulations are: *Dredged material deposited at disposal sites authorized by the U.S. Environmental Protection Agency (EPA) (in consultation with the U.S. Army Corps of Engineers (COE)) prior to the effective date of Sanctuary designation (January 1, 1993), provided that the activity is pursuant to, and complies with the terms and conditions of, a valid Federal permit or approval existing on January 1, 1993, which would preclude the use of the site SF-17.* Further, it is our understanding that the dredged material regulations have limited potential beach nourishment projects within the MBNMS.

What impacts will adding the expansion area have on underway consensus processes and projects such as SPUR's Ocean Beach Master Plan or the Coastal Regional Sediment Master Plan Development for the San Francisco Littoral Cell? Will the MBNMS allow for the dredging of offshore sands for placement in erosion areas along the Coast within the exclusion area?

The Notice states that NOAA wishes to protect additional nationally-significant seascape by adding the exclusion area to the MBNMS. Please define exactly what nationally-significant seascapes are within the area and what additional protections the Sanctuary designation will provide to them. Were these nationally-significant areas described in the original designation document for the MBNMS?

As we understand, the MBNMS is a multiple-use Sanctuary. Please provide complete information on how multiple-uses will be encouraged with the addition of the exclusion area and how those uses having an interest or need for sediment management that already exist will not be impacted by the addition of the exclusion area.

At this time, due in part to the dearth of information in the Notice or during the public scoping meetings, as well as the potential impacts on navigation, the Coast of California, and the collaborative processes underway we are opposed to expansion of the MBNMS into the exclusion area.

Sincerely,

James M. Haussener



Executive Director



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Santa Cruz Port Dist.
Seal Beach, City of
Sonoma, County of
Stockton, Port of
Suisun City, City of
Ventura, County of
Ventura Port Dist.
West Sacramento, Port of

March 1, 2013

Ms. Maria Brown
Sanctuary Superintendent
Gulf of the Farallones National Marine Sanctuary
991 Marine Drive
The Presidio
San Francisco, CA 94129

Subject: Boundary Expansion of Cordell Bank and Gulf of
the Farallones National Marine Sanctuaries

Dear Ms. Brown:

Thank you for the opportunity to comment on whether these two Sanctuaries should expand in a Northerly direction and encompass an additional 2,600+/- square miles of the Pacific Ocean.

The California Marine Affairs and Navigation Conference (CMANC) and its members have over a fifty year relationship with the federal government in the development, operation, maintenance and improvement of the ports and harbors in California and their necessary navigation projects.

Our Membership and CMANC supports the preservation of the Nation's oceans through Congressionally established Marine Sanctuaries. However, we have had and continue to have a variety of specific concerns with the National Marine Sanctuary program. These concerns include sediment, vessels, fisheries, marine protected areas, maintenance and operations of ports and harbors, and Sanctuary Advisory Councils. To that end, CMANC does have a policy of being opposed to the expansion of existing Sanctuaries due to these issues.

The Federal Register Notice stated "*In accordance with Section 304(e) of the NMSA, NOAA is now initiating a review of the boundaries for CBNMS and GFNMS to evaluate and assess a proposed expansion of the sanctuaries.*" Section 304 (e) states "*REVIEW OF MANAGEMENT PLANS. – Not more than five years after the date of designation of any national marine sanctuary, and thereafter at intervals not exceeding five years, the Secretary shall evaluate the substantive progress toward implementing the management plan and goals for the sanctuary, especially the effectiveness of site-specific management techniques and strategies, and shall revise the management plan and regulations as necessary to fulfill the purposes and policies of this chapter. This review shall include a prioritization of management objectives.*" Please provide a direct link within the National Marine Sanctuaries Act that provides for the expansion of a national marine sanctuary when a Member of Congress proposes it, rather than the Congress of the United States

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having taken a positive action. Further, please describe how the expansion of either of these sanctuaries can take place as the 2008 Joint Management Plan Review Study Area Map did not include the areas that are being contemplated.

Please discuss how this proposal is in keeping with President Obama's National Policy for the Stewardship of the Oceans, Our Coasts, and the Great Lakes. In particular, please focus on both the draft implementation plan as released by the National Ocean Council and the National Ocean Policy's Framework for Effective Coastal and Marine Spatial Planning.

Based on comments within the Congressional Record, it appears that Members of Congress during the early debates on *Marine Sanctuaries* did not consider the size of the sanctuaries that currently exist. Please accurately describe how this proposal is in keeping with Congressional intent. Further there needs to be a full discussion on the cumulative impacts of this proposal combined with both a Southerly expansion of the Monterey Bay National Marine Sanctuary and an Easterly expansion of the Channel Islands National Marine Sanctuary. This discussion should include reducing the boundaries of both the Cordell Bank and Gulf of the Farallones National Marine Sanctuaries.

Please describe the additional resources NOAA will be able to provide during the first five fiscal years of any expansion of these sanctuaries along with the impacts of reductions within other programs of NOAA to allow for these resources to go towards the expansions.

Please fully describe the source(s) of any and all resources that will be used during the first five fiscal years to support any expansion of these sanctuaries.

At this time, due to concerns we have with the National Marine Sanctuary Program and the additional concerns raised by this proposal we are opposed to expansion of both the Cordell Bank and Gulf of the Farallones National Marine Sanctuaries.

Sincerely,

James M. Haussener



Executive Director

United States Senator Dianne Feinstein

Mar 05 2014

Feinstein: Corps of Engineers Work Plans Invests in California

Washington—The Army Corps of Engineers this week released its fiscal year 2014 work plan, which allocates \$5.5 billion for a range of vital infrastructure projects and programs nationwide. The work plan allocates more than \$370 million for California.

“The Corps of Engineers work plan includes more than \$370 million for dozens of projects across California, which will provide much-needed funds to modernize the state’s infrastructure,” said Senator Dianne Feinstein (D-Calif). **“These important projects will protect Californian communities from devastating floods, promote transit through our ports and harbors and help restore critical environmental resources.**

Among the California projects funded in the work plan:

- **Isabella Dam, \$28.2 million.** Funds will be used to retrofit and improve this dam near Bakersfield, classified as one of the highest-risk dams in the state. This project will reduce the risk of catastrophic failure and protect the lives and property of approximately 350,000 people, as well as safeguard major infrastructure including Interstate 5.
- **Sacramento region flood control projects, more than \$100 million.** Funds for several projects will go toward improving flood protection along the Sacramento and American Rivers.
- **Lake Tahoe Basin, \$1.9 million.** Funds will be used to construct and improve water and sewage infrastructure throughout the basin, as well as to conduct environmental restoration.
- **Hamilton City, \$8.6 million.** Funds will be used to begin construction on a first-of-its-kind project that blends flood risk reduction and ecosystem restoration

benefits. Hamilton City has been evacuated six times in 30 years because the century-old levee does not adequately protect against storms. The project will erect a 6.8-mile setback levee to better protect the surrounding communities from floods and reconnect almost 1,500 acres to the floodplain to restore indigenous habitat.

- **Ventura dredging and beach erosion mitigation, \$11.5 million.** Funds will allow dredging to continue in Ventura County's Channel Islands Harbor and help address substantial beach erosion in the City of Port Hueneme. Combined with funds requested by the president for fiscal year 2015 and funds already committed by the Navy, approximately \$12 million should be available over the next 18 months to mitigate sand buildup at Channel Islands and protect local infrastructure jeopardized by erosion at Port Hueneme. Additionally, the work plan provides more than \$7 million to continue dredging at Ventura Harbor.

- **Upper Guadalupe River, \$12.6 million.** Funds will be used to construct flood control infrastructure and restore salmon habitat in San Jose.

- **Los Angeles River restoration, \$755,000.** Funds will be used to continue an ongoing effort to restore the natural ecosystem of the Los Angeles River, rejuvenating hundreds of acres of habitat and creating more open space in the city.

- **Port of Redwood City, \$7.765 million.** Funds will be used to dredge the Port of Redwood City's navigation channel. The channel is currently short of the authorized depth of 30 feet, which requires incoming and outgoing ships to be either light-loaded or offloaded at other ports and their cargo trucked down to their destinations, adding significant time, cost, and trucks on the roads.

- **South San Francisco Bay Shoreline, \$1.035 million.** Funds will be used to complete a feasibility study necessary to begin comprehensive flood protection and ecosystem restoration projects to protect more than 7,400 homes and businesses in Silicon Valley and the South Bay as well as major regional infrastructure.

- **Yuba River, \$150,000.** Funds will be used to assess the improvement of fish passage and habitat on the Yuba River and in preventing mining debris behind Daguerre Point and Englebright Dams from affecting downstream navigation. This project will help avoid severe constraints on water supplies and flood protection measures.

- **Dry Creek and Coyote Valley Dam Restoration, \$300,000.** Funds will be

used to assess the feasibility of mitigation actions, salmon habitat restoration work, and changes in dam operations in an effort to improve water supply and other water management actions downstream.

“Securing funds for flood control projects is one of my top priorities,” Feinstein said. **“Too many California cities face the threat of devastating floods, and investing in flood prevention must be a key focus of the Corps. I will continue to work for increased funding to complete these vital projects.”**

The Corps of Engineers funds construction, operation and maintenance for water resources projects across the country. These include flood control, commercial navigation and ecosystem restoration programs as well as hydropower and drinking water projects.

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Permalink: <http://www.feinstein.senate.gov/public/index.cfm/2014/3/feinstein-corps-of-engineers-work-plans-invests-in-california-infrastructure>

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Project	FY 2012 Work Plan	FY 2013 Work Plan	FY 2014 President's Budget	FY2014 C-MANC Recommendations	FY 2014 Work Plan	FY 2015 President's Budget	FY 2015 C-MANC Recommendations	FY 2015 - Purpose of Funding
Potential New Shoreline Protection Studies								
Coast of Northern California				100			100	Initiate Feasibility
Shoreline Protection Studies in Progress								
California Coastal Sediments Masterplan	861	898	800	1200	800	449	1200	Continue Study
Carpinteria Shoreline Study	80			248			248	non-member
Coast of CA, South Coast Region (L.A. County)								Continue Study
Ocean Beach, CA								non-member
San Clemente Shoreline								Moved to PED
San Diego County Shoreline								Complete Study
South San Francisco Bay Shoreline Study	353	499	1035	1317	1035		1317	non-member
Solana-Encinitas Shoreline	173			16				non-member
Ventura and Santa Barbara Counties Shoreline				800			800	Continue Study
Environmental Restoration Studies								
Bolinas Lagoon Ecosystem Restoration								non-member
East San Pedro Bay Eco Rest Study				1000			1000	Continue Study
Potential New Navigation Studies								
Long Beach Nav Improvement					150	200	200	Improvements within the Port
Navigation Studies in Progress								
Arana Gulch Watershed	400	174	800	100	800	579	100	Continue Study
Redwood City Harbor (Deepening)				1,500			579	Continue Study & DEIS

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Project	FY 2012 Work Plan	FY 2013 Work Plan	FY 2014 President's Budget	FY2014 C-MANC Recommends	FY 2014 Work Plan	FY 2015 President's Budget	FY2015 C-MANC Recommends	FY 2015 - Purpose of Funding
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New Preconstruction Engineering and Design

San Clemente Shoreline								non-member
Solana-Encinitas Shoreline								non-member

Continuing Construction Projects

Hamilton Airfield Wetlands Restoration	8085				500	1300		non-member
Imperial Beach (Silver Strand)								non-member
Oakland Harbor (50' Project)	1211	499	100	4500	100	6000	7500	Continue Construction
Rough & Ready Water Infrastructure				3000			3000	Infrastructure Construction
Sacramento River Deep Water Ship Channel	2800			2500			2500	Continue Construction
San Francisco, CA (Piers 35 & 70)				11000			11000	Pier Removal/Repair
Surfside-Sunset & Newport Beach				1500	350		1500	Engineering & Design
S. F. Bay to Stockton (Baldwin & Stockton Ship Channels)	800	1546	700	2500	800		2500	Continue Construction

Continuing Authorities Projects

Northern Half Moon Bay Shoreline Improvements - Sect. 111	125							Feasibility complete in FY14
Port of Hueneme Deepening - Section 107	350			150			5000	Harbor Deepening
San Francisco Central Basin - Section 107	180						300	Continue Study
Pismo Beach Shoreline Protection - Section 103	400			1400			1400	Complete Study/Execute
Ventura County - Sect 227				5000			5000	Oil Piers Project

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Operations and Maintenance

Project	FY 2012 Work Plan	FY 2013 Work Plan	FY 2014 President's Budget	FY 2014 C-MANC Recommends	FY 2014 Work Plan	FY 2015 President's Budget	FY 2015 C-MANC Recommends	FY 2015 - Purpose of Funding
Bodega Bay Harbor				6500	500		6500	Maintenance Dredging
Channel Islands Harbor	514	4738		11500	4400	5249	7100	Maintenance Dredging
Crescent City Harbor					500			Not needed at this time
Dana Point Harbor								Not needed at this time
Fisherman's Wharf Area, San Francisco								Not needed at this time
Humboldt Harbor and Bay	3195	2356	2730	7800	2855	1800	7800	Maintenance Dredging
Larkspur Ferry Channel								non-member
Los Angeles - Long Beach Harbors		313	4809	9500	9884	7740	7740	Dredge L.A. River Estuary
Marina del Rey	5476			3500			3500	Maintenance Dredging
Monterey Harbor								Not needed at this time
Morro Bay Harbor	1559	2095	2353	2500	2353	2060	3000	Maintenance Dredging
Moss Landing Harbor				4050			4000	Maintenance Dredging & DMMP
Napa River				9500			9500	Maintenance Dredging
Newport Bay Harbor	1980			0			0	Not needed at this time
Noyo River and Harbor				2500	500		2500	Maintenance Dredging
Oakland Harbor	14935	20558	22069	22069	22069	21970	24000	Maintenance Dredging
Oceanside Harbor	1490	1596	1600	2900	1800	1700	2000	Maintenance Dredging
Petaluma River				7500	500		7500	Maintenance Dredging
Pillar Point Harbor				1500			1500	Complete Breakwater Repairs
Pinole Shoal Management/Delta LTMS				2500	930		2500	Continue LTMS Process
Port Hueneme								Not needed at this time
Port San Luis				3500			3500	Breakwater Repair
Project Condition Surveys	2026	1533	1663	3500		1647	3500	Annual Surveys
Redondo Beach Harbor (King Harbor)				500			500	Comprehensive Condition Survey
Redwood City Harbor	148		2750	8000	7765	1900	3000	Maintenance Dredging
Richmond Harbor	8989	10834	7000	13500	13677	7900	13500	Maintenance Dredging
Sacramento River (30ft)	3217	845	1500	10000	1500	1300	10000	Maintenance Dredging
Sacramento River (Shallow Draft)	493	179	200	200	800	200	200	Maintain Facilities
Sacramento River and Tributaries (Debris Control)	1498	1282	1437	2300	1437	1394	2300	Critical Routine O & M
San Diego Harbor	3725			500			500	Jetty Survey
San Diego River and Mission Bay								Not needed at this time

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

Operations and Maintenance (Cont.)

Project	FY 2012 Work Plan	FY 2013 Work Plan	FY 2014 President's Budget	FY2014 C-MANC Recommendations	FY 2014 Work Plan	FY 2015 President's Budget	FY2015 C-MANC Recommendations	FY 2015 Purpose of Funding
San Francisco Bay - Delta Model Structure	966	854	864	3200	864	1187	3200	Operate Model
San Francisco Bay Long Term Mimgt. Strategy	247			3500	770	275	3500	Continue LTMS Process
San Francisco Harbor S.F. Bar Channel (55ft.)	2796	2844	3025	4000	3120	1900	4000	Maintenance Dredging
S. F. Harbor and Bay - Debris Removal	2989	2994	3100	4500	4828	3360	4500	Debris Removal
San Joaquin River - Stockton Channel	4492	3264	5573	11500	6073	4952	12500	Maintenance Dredging
San Leandro Marina (Jack D. Maltester Channel)				0			0	Not needed at this time
San Pablo Bay & Mare Island Strait	3402	499	750	2000	780	2400	4500	Maintenance Dredging
San Rafael Creek	148			0			0	Not needed at this time
Santa Barbara Harbor	2000	2087	2665	4000	2655	2380	4000	Maintenance Dredging
Santa Cruz Harbor				8000	600		8000	Dredge Purchase for 20-years
Suisun Bay Channel/New York Slough	2715	2495	2026	2500	2026	2400	3000	Maintenance Dredging
Suisun Channel								Maintenance Dredging
Ventura Harbor	2749	2245	4071	6500	7071	3354	6500	Maintenance Dredging
Yuba River	95	110	301	301	1454	3178	301	non-member

TOTALS	FY 2012 Work Plan	FY 2013 Work Plan	FY 2014 President's Budget	FY2014 C-MANC Recommendations	FY 2014 Work Plan	FY 2015 President's Budget	FY2015 C-MANC Recommendations
Potential New Shoreline Protection Studies	\$0	\$0	\$0	\$100	\$0	\$0	\$100
Shoreline Protection Studies in Progress	\$1,467	\$1,397	\$1,835	\$3,581	\$1,835	\$449	\$3,565
Environmental Restorations Studies	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Potential New Navigation Studies in Progress	\$400	\$174	\$800	\$1,600	\$950	\$779	\$879
Navigation Studies in Progress	\$400	\$174	\$800	\$1,500	\$800	\$579	\$579
New Preconstruction Engineering and Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Continuing Construction Projects	\$12,896	\$2,045	\$800	\$27,100	\$3,837	\$7,300	\$30,100
Continuing Authorities Projects	\$3,625	\$0	\$0	\$6,550	\$0	\$0	\$11,700
Operation and Maintenance	\$71,844	\$63,721	\$70,486	\$186,320	\$101,711	\$80,246	\$180,641
Totals	\$90,632	\$67,511	\$74,721	\$227,751	\$109,133	\$89,353	\$228,564

POSITION OF CALIFORNIA'S PORTS AND HARBORS
ON THE
HARBOR MAINTENANCE TAX & HARBOR MAINTENANCE TRUST FUND

CMANCG

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

California Ports and Harbors are crucial to the nation's economic well-being and security. They also are at the forefront of protecting coastal and ocean waters for future generations and species. To those ends, the California Marine Affairs and Navigation Conference memorializes its position of:

- **We support full utilization of Harbor Maintenance Tax (HMT) revenues for its intended purposes.**
- **We support prioritization of HMT funds for use on traditional Operations and Maintenance (O&M) purposes, including maintenance of federal navigation channels, disposal sites, and breakwaters/jetties/groins.**
- **Further, we do not support use of HMT funds for landside projects or new in-water projects (i.e. Construction-General, widening, or deepening).**
- **We support equitable return of HMT funds to Donor States. The system of ports and waterways within these states create a large share of the Harbor Maintenance Trust Fund. A fair share of return to these systems ensures stronger HMT revenue collection in the future and provides returns to the shippers that pay HMT.**
- **The cost-share formula for maintenance should be reflective of the current cargo fleet.**

Harbor Maintenance Tax Revenues and Expenditures

Year	Collected	Spent	Not Spent
2005	\$1,048.0	\$716.0	\$331.0
2006	\$1,207.0	\$705.0	\$501.0
2007	\$1,262.0	\$757.0	\$505.0
2008	\$1,467.0	\$787.0	\$680.0
4-year totals	\$4,984.0	\$2,965.0	\$2,017.0

Only 60% of funds collected are spent on their intended use!

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A breakdown of collections in 2007

San Diego Region	\$9.0
Los Angeles Region	\$351.1
San Francisco Region	\$47.9
Total Collected in California	\$408.0
Total National Collections	\$1,262.0

California contributes **32%** of National HMT Revenues

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Expenditures vary annually: the average in the four years 2005 to 2008 was \$43.8 million in California vs. \$764 million nationally.

California receives **3.5%** of National HMT Revenues

(In Millions)



ORGANIZED 1956

CALIFORNIA

MARINE AFFAIRS AND NAVIGATION CONFERENCE

20885 REDWOOD ROAD, # 345 ~ CASTRO VALLEY, CALIFORNIA 94546

PHONE: (925) 828-6215 ~ FAX: (925) 396-6005 ~ E-MAIL: Jim@cmanc.com ~ www.cmanc.com

Public Agency Members

*Contra Costa, County of
Crescent City Harbor
Humboldt Bay Harbor
Long Beach, Port of
Los Angeles, County of
Los Angeles, Port of
Monterey, City of
Morro Bay, City of
Moss Landing Harbor
Napa, County of
Newport Beach, City of
Noyo Harbor Dist.
Oakland, Port of
Oceanside, City of
Orange, County of
Oxnard Harbor Dist.
Petaluma, City of
Port Hueneme, City of
Port San Luis Harbor
Redondo Beach, City of
Redwood City, Port of
Richmond, Port of
San Diego, Port of
San Francisco, Port of
San Leandro, City of
San Mateo Co. Harbor
San Rafael, City of
Santa Barbara, City of
Santa Cruz Port Dist.
Seal Beach, City of
Sonoma, County of
Stockton, Port of
Suisun City, City of
Ventura, County of
Ventura Port Dist.
West Sacramento, Port of*

November 20, 2013

The Honorable Barbara Boxer
Chair, Environment and Public Works Committee
U.S. Senate
Washington, DC 20510

Dear Senator Boxer:

On behalf of the ports and harbors in California, we congratulate you on the milestone of getting the Water Resources Development Act (WRDA) of 2013 (S. 601) passed in the Senate this year with overwhelming bipartisan approval. As you conference with the House of Representatives, we respectfully request your support for the following provisions which are critical to California's System of Integrated Ports and Harbors.

S. 601, Sect. 8003: Minimum Resources Available
S. 601, Sect. 8004: Expanded Use with State Limitation
S. 601, Sect. 8004: O&M Cost Share 45' to 50'
H.R. 3080, Sect. 202: Emerging Harbors

We also respectfully ask that you modify:

S. 601, Section 8004 (c) (2) (B) ...that ...equally divides among each of the districts of the Corps of Engineers in which eligible projects are located...

First, we support your efforts to ensure that a "full use" provision was included in the Harbor Maintenance Tax (HMT) reforms of S. 601 and we appreciate your leadership in crafting an agreement with Chair Barbara Mikulski and the Senate appropriators to allow for this.

Additionally, we thank you for your work to provide a greater level of equity to those states with ports wherein a significant amount of HMT funds are collected, but the traditional maintenance needs are not present.

We also applaud your recognition that the world container fleet now requires substantially more depth than it did in 1986. We continue to support efforts to modernize the operations and maintenance (O&M) cost share formula by moving the threshold to depths of 50 feet or greater. This is especially important for our major container ports as they strive to maintain depths to accommodate the newer and much larger ships in the trans-Pacific trade.

MIKE CHRISTENSEN
CHAIR
Port of Los Angeles

LYN KRIEGER
VICE CHAIR
Channel Islands Harbor

IMEE OSANTOWSKI
SECRETARY/TREASURER
Port of Oakland

JEFF WINGFIELD
IMMEDIATE PAST CHAIR
Port of Stockton

JIM HAUSSENER
EXECUTIVE DIRECTOR

For many years, we have been advocating on behalf of California’s System of Integrated Ports and Harbors and we continue to do so today. Unfortunately, the funding levels for California’s moderate-use and low-use ports are insufficient. This will ultimately impact the entire California Ports System. For example, if the channels into the Port of Stockton (a Moderate Use Port) are not maintained, then fertilizer needed in the Central Valley doesn’t arrive, which negatively impacts the containerized agriculture products exported from the Port of Oakland (a High Use Port). The following data shows the funding levels in the President’s FY 2014 Budget Request versus the needs by port size in California for operations and maintenance (O&M):

Port Size:	Budget Request:	Need:	Percentage of Need Requested:
High Use	\$40,753,000.	\$55,569,000.	73%
Moderate Use	\$10,349,000.	\$22,500,000.	46%
Low Use/Deep Draft	\$14,919,000.	\$70,550,000.	21%
Low Use/Shallow Draft	\$0.	\$14,398,000.	0%

We believe that for California’s System of Integrated Ports to operate at an optimal level the survival of the moderate-use and low-use ports must be secured. To this end, we urge you to consider a “carve-out” in the HMT prioritization framework to provide additional funding for these ports. H.R. 3080, Section 202, provides 10% of funding to “emerging-ports” in FY 2015 & FY 2016. As you know the Administration reduced by 50% the funding level to low-use ports. We respectfully request that you include making this minimal level of funding permanent in your Conference Committee negotiations if not expanding the funding level to allow for the inclusion of Moderate Use Ports. In FY2012 the moderate-use ports received 25% of HMT expenditures.

We ask that you modify in S. 601, that part of Section 8004 (c) (2) (B) that ...equally divides among each of the districts of the Corps of Engineers in which eligible projects are located... We are not opposed to and support the concept that all authorized projects, once constructed to depth and width, should be maintained to those dimensions. However, we know of districts that have only one (1) such project that gets dredged every four-years. There should be some recognition of equitable level of service between those districts that dredge one moderate or low use project every four years with those that have a dozen or more such projects requiring dredging every year, every other year, or every four years.

Again, we treasure your vision and leadership in Water Resources and want to extend our appreciation to both the EPW Committee Staff and your Personal Staff for their considerable talents in, hopefully, getting WRDA passed in the first year of the 113th Congress.

On a personal note, seeing as how Senator Carper raised the point this morning about when you and he first came to Congress, having been the Harbor Master for the City of Vallejo when you first came to Congress and watched you then working so diligently to support the maintenance of the federal navigation channels in San Pablo Bay (Pinole Shoal) and Mare Island Strait. For thirty years now, I have seen and appreciated your efforts in the recognition of the value of navigation channels and achieving the proper role of the Federal Government in helping to develop and maintain them.

Respectfully,



James M. Haussener
Executive Director

cc: Honorable Grace Napolitano
Honorable Duncan Hunter
Honorable John Garamendi
Honorable Janice Hahn

Recommendations to the
U.S. Army, Corps of Engineers.
For their Operations & Maintenance Program

The Goal: Perform Timely and Effective Channel Maintenance, not Execute the Allocation!

Dredge contractor to start work on the day the environmental window opens

Maximize efficiencies in Corps' internal process to reduce costs and reduce time

Adjust contract vehicle for a given project or group of projects to maximize amount dredged for a given dollar amount

On behalf of California's ports and harbors, CMANC is grateful for the contributions of the following for supporting the

55th Annual Golden State Reception

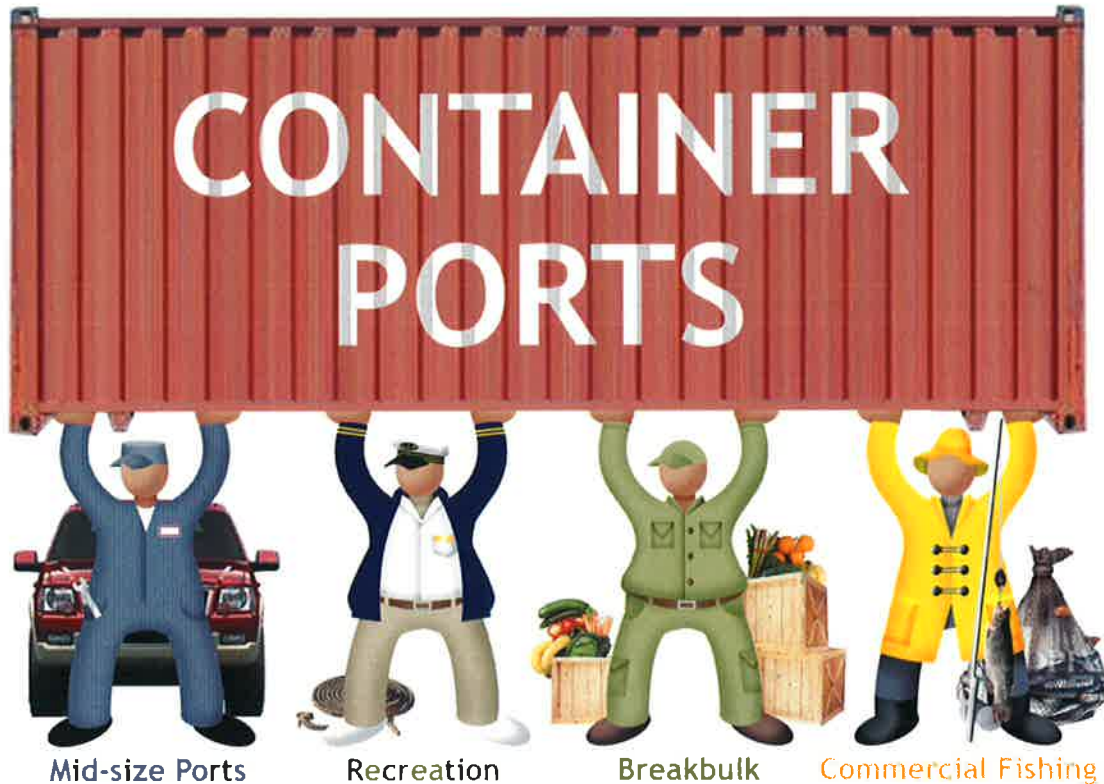


Channel Islands Harbor/
Ventura County
City of Monterey
City of Morro Bay
City of Santa Barbara
Fugro Pelagos, Inc.
Gahagan and Bryant Assoc., Inc.
Great Lakes Dredge & Dock
Los Angeles County, Department of
Beaches and Harbors
Manson Construction Company
Moffatt & Nichol
Moss Landing Harbor District
Oxnard Harbor District/
Port of Hueneme
Port of Long Beach
Port of Oakland
Port of Redwood City
Port of San Francisco
Port of Stockton
Port San Luis Harbor District
Santa Cruz Port District
The Dutra Group
The Port of Los Angeles
Ventura Port District

To promote the operation, maintenance and improvement of California harbors, ports and navigation projects that demonstrate responsible stewardship and benefit the regional and national economy.

The California Port System A MODEL FOR THE NATION

Big and Small Ports Working Together for the Nation



The Nation is **DEPENDENT** on the **CALIFORNIA PORT SYSTEM** for its economic sustainability.

CALIFORNIA PORTS SUPPORT DIVERSE NEEDS:
containerized cargo, commercial fishing, automobiles,
recreation, cargoes of all types, and energy.

California Ports share the responsibility for carrying
out this mandate. **NO ONE PORT CAN DO IT ALL!**

Each Port, **LARGE OR SMALL**, has a role in international
trade and **NEEDS FEDERAL SUPPORT** to perform its role.

CMANNC

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE