

CMANC is a consortium of California harbors, ports and marine interest groups. CMANC's mission is to support the integrated system of California ports and harbors that provide a key national gateway to international commerce and trade. Along California's 3,427 mile coastline there exists a healthy mix of large and small ports along with small-craft harbors, which together, free up the use of high-value container ports to maximize trade potential for the nation. CMANC recognizes the importance of providing goods to the nation, while benefiting the environment and the well-being of California citizens.

CMANC's Current Issues

- Achieve Congressional appropriations to meet the WRRDA 2014 goals for FY2016;
- Support the full expenditure of Harbor Maintenance Tax receipts for their intended purpose;
- Enhance the U.S. Army Corps of Engineers efficiencies within the navigation program to do all necessary development and maintenance;
- Support adaptive and flexible management of coastal resources including sediment in a rational, science based manner;
- Support a responsible approach to risk management that includes structural life expectancy in preparation for climate change;
- Support National Marine Sanctuary Act Re-authorization only if it is a comprehensive and balanced management of the oceans while furthering the economic use of marine resources and recognizing the Magnuson-Stevens Act as the "fisheries act;" additionally, only peer-reviewed science should be utilized for decision-making purposes;
- Support a Coastal and Marine Spatial Planning structure that is inclusive of all stakeholders, non-regulatory and transparent;
- Encourage the development of an intermodal National Freight Policy to promote trade growth at ports;
- Encourage adequate Presidential Budget Requests to construct and properly maintain statutorily authorized maritime infrastructure, including ports, harbors, and related transportation structures.

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Promoting the operation, maintenance, and improvement of California harbors, ports and navigation projects for the benefit of the national economy and security, while also improving the lives of California citizens through trade and environmental stewardship.

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

California's system of 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.

CALIFORNIA'S PORTS AND HARBORS
REQUEST FOR
FISCAL YEAR 2016 ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

California's Ports and Harbors are requesting the 114th Congress provide the following levels of funding for navigation projects within California during Federal Fiscal Year 2016:

INVESTIGATIONS	\$2,017,000.00;
CONSTRUCTION – GENERAL	\$4,200,000.00;
CONTINUING AUTHORITIES	\$15,000,000.00;
OPERATIONS & MAINTENANCE	\$195,578,000.00;
<u>TOTAL</u>	<u>\$216,795,000.00</u>

California's Interdependent system of ports and harbors provides value to nation:

By developing a green infrastructure allowing for 40% of maritime goods to enter and leave the United States;

- Creates 1.6 Million Jobs;
- Provides \$10 Billion per year in Federal Revenue;
- Provides over \$30 Billion in Personal Income per year;
- On a per container basis there are 0.23 jobs and \$2,127.00 in personal income.

Every dollar spent on Federal port and harbor maintenance generates more than \$160 in Federal revenues.

Over \$400 million in Harbor Maintenance Tax is collected annually.

State and local governments cannot fairly allocate costs among the nationwide beneficiaries of the California port and harbor system.

CALIFORNIA'S PORTS AND HARBORS

LINE ITEM REQUEST FOR

FISCAL YEAR 2016 ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

INVESTIGATIONS	
East San Pedro Bay Ecosystem Restoration	\$400,000.00
Long Beach Navigation Improvement	\$700,000.00
San Diego County Shoreline	\$917,000.00
CONSTRUCTION - GENERAL	
Port of Oakland	\$1,200,000.00
Port of Stockton	\$1,500,000.00
Surfside-Sunset and Newport Beach	\$1,500,000.00
CONTINUING AUTHORITIES	
Port of Hueneme	\$5,000,000.00
Port of San Francisco	\$10,000,000.00
OPERATIONS & MAINTENANCE	
Bodega Bay Harbor	\$6,500,000.00
Channel Islands Harbor	\$7,000,000.00
Crescent City Harbor	\$4,000,000.00
Humboldt Bay Harbor	\$7,800,000.00
Los Angeles - Long Beach Harbors	\$12,000,000.00
Marina Del Rey	\$3,846,000.00
Morro Bay Harbor	\$7,000,000.00
Moss Landing Harbor	\$4,000,000.00
Napa River	\$8,000,000.00
Noyo River and Harbor	\$2,365,000.00
Oakland Harbor	\$16,000,000.00
Oceanside Harbor	\$2,285,000.00
Petaluma River	\$9,000,000.00
Pillar Point Harbor	\$200,000.00
Pinole Shoal Management/Delta LTMS	\$3,500,000.00
Port San Luis	\$3,500,000.00
Project Condition Surveys	\$3,500,000.00
Redondo Beach Harbor	\$500,000.00
Redwood City Harbor	\$8,000,000.00
Richmond Harbor	\$15,000,000.00
Sacramento River	\$10,000,000.00
Sacramento River and Tributaries	\$2,042,000.00
San Diego Harbor	\$2,000,000.00
San Francisco Bay - Delta Model	\$3,500,000.00
San Francisco Bay Long Term Mgmt.	\$3,500,000.00
San Francisco Harbor	\$4,000,000.00
San Francisco Harbor - Debris Removal	\$4,240,000.00
San Joaquin River - Stockton Channel	\$14,000,000.00
San Leandro Marina	\$3,500,000.00
San Pablo Bay & Mare Island Strait	\$4,000,000.00
San Rafael Creek	\$7,000,000.00
Santa Barbara Harbor	\$3,500,000.00
Santa Cruz Harbor	\$800,000.00
Suisun Bay Channel/New York Slough	\$5,000,000.00
Ventura Harbor	\$8,000,000.00

CALIFORNIA'S PORTS AND HARBORS

2015 MEETINGS

WASHINGTON, DC

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.

Tuesday, March 10, 2015

Rear Admiral Paul Thomas	U.S. Coast Guard
Mr. Barry Holliday	Dredging Contractors of American
Mr. Jim Walker	American Association of Port Authorities
Mr. Paul Cough	EPA, Oceans and Coastal Protection
Ms. Kathryn Gallagher	EPA, Ecological Risk Assessment
Mr. Edward Belk	U.S. Army, Corps of Engineers
Mr. Jeffrey McKee	U.S. Army, Corps of Engineers
Mr. Wes Coleman	U.S. Army, Corps of Engineers
Mr. Bradd Schwichtenberg	U.S. Army, Corps of Engineers
Mr. Victor Mendez	Department of Transportation
Mr. Michael Rodriguez	U.S. Maritime Administration
Mr. Ted Illston	Senate EPW Committee Staff
Mr. Andrew Dohrmann	Senate EPW Committee Staff
Ms. Sharon Haggett	Senate Appropriations Staff
Mr. Tyler Owens	Senate Appropriations Staff

GOLDEN STATE RECEPTION

Wednesday, March 11, 2015

Mr. Glenn Boledovich	NOAA, National Ocean Service
Mr. Gary Magnuson	Committee on Marine Transportation System
Ms. Kathy Dedrick	Office of the Honorable Peter DeFazio
Ms. Angie Giancarlo	House Appropriations Staff
Mr. Eric Hansen	Department of the Army
Mr. Gary Waxman	Office of Management and Budget
Mr. William Ball	House Natural Resources Staff
Mr. Gary Frazer	U.S. Fish & Wildlife Service
Mr. Felix Yeung	Office of the Honorable Dianne Feinstein

CALIFORNIA'S PORTS AND HARBORS

2015 MEETINGS, ATTENDEES

WASHINGTON, DC

Mr. Dan Allen	Moffatt & Nichol
Mr. Richard Aschieris	Port of Stockton
Mr. Drew Brandy	Port San Luis Harbor District
Mr. Grady Bryant	Gahagan & Bryant
Mr. David Buckingham	City of Morro Bay
Mr. Greg Carson	Ventura Port District
Mr. Richard Dodge	Port of Redwood City
Ms. Lisa Ekers	Santa Cruz Port District
Mr. Eric Endersby	City of Morro Bay
Mr. Cesar Espinosa	L.A. County, Dept. of Beaches & Harbors
Mr. Ralph Garcia	Port of Redwood City
Mr. Mike Giari	Port of Redwood City
Mr. Thomas Goddard	Santa Cruz Port District
Mr. Bill Hanson	Great Lakes Dredge & Dock
Mr. Jim Haussener	CMANC Staff (CA)
Mr. Ryan Hernandez	Contra Costa County
Mayor Jamie Irons	City of Morro Bay
Ms. Ellen Johnck	Ellen Joslin Johnck Consulting
Ms. Lorianna Kastrop	Port of Redwood City
Mr. David Kirk	Port San Luis Harbor District
Ms. Lyn Krieger	Channel Islands Harbor
Ms. R. J. Lyerly	CMANC Staff (WDC)
Mr. Todd Mitchell	Fugro Pelagos
Ms. Marian Olin	Santa Cruz Port District
Ms. Imee Osantowski	Port of Oakland
Mr. Richard Parsons	Ventura Port District
Ms. Naomi Rhoads	Moffatt & Nichol
Mr. Rick Rhoads	Moffatt & Nichol
Mr. Steve Schieblauer	City of Monterey
Mr. Thanh Vuong	Port of Oakland
Mr. Mike Wilson	Humboldt Bay Harbor District
Mr. Jeff Wingfield	Port of Stockton

CALIFORNIA'S PORTS AND HARBORS

SUGGESTIONS FOR THE

USACE CIVIL WORKS PROGRAM

The goal, from the navigation partners is to perform timely and effective channel maintenance. It is not just to execute the allocation!

Performance should be the metric the Corps uses in the maintenance of navigation channels. Not spending the money or keeping staff.

Schedule the entire Corps' process so that the dredge contractor starts 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.

Pursue the implementation of Value Engineering recommendations in the following categories:

- Resource Agency Coordination / Restriction Relief;
- Internal (Intra District & Intra Division) Corps Coordination;
- Funding Quantity and Flexibility Improvements;
- Project Delivery Timeline/ Sequencing / Frequency Improvements;
- Dredge Project Support Services Contracting;
- Control/Influence Third Parties (pollutant sources / third parties mining dredge materials);
- Dredge Contracting Methods;
- Dredge Prism / Dredge Method Changes;
- Disposal Alternatives.

Evaluate purpose and methodology of Customer Satisfaction Surveys as some of our members have reported being asked to change their submittal; being taken to task for what they thought were helpful comments to the process; and, they believe that relationships have gone downhill as a result of some comments made.

Encourage the permanent designation of open-ocean, in-bay, and upland placement / re-use sites, as well as the use of beach re-nourishment, for the management of dredged materials. Advocate for the concept of placing "clean" sediment back into the water column as beneficial.

Encourage scientifically defensible regulatory standards for open-ocean, near-shore, in-bay placement, and beach replenishment with dredged material, or beneficial re-use of dredged material.

CALIFORNIA'S PORTS AND HARBORS

RECOMMENDATIONS FOR SURFACE TRANSPORTATION

CMANC encourages the development of a multi-modal National Freight Policy to promote trade growth at ports by complementing existing investments, lowering costs, increasing efficiencies, and building capacities that recognizes the value of California's interdependent system of ports and harbors.

The National Freight Plan should be "growth-focused" that will invest in Ports and Intermodal infrastructure in a way which compliments existing investments by lowering costs, increasing efficiency, or building capacity with the end goal of growing throughput volumes. It should:

- Be of a national and strategic nature;
- Boost efficiency, reliability and capacity while protecting the environment;
- Balance regulatory burdens on the supply chain so they are reasonable, fair and workable in light of port competitiveness;
- Leverage additional private investment in trade infrastructure, while recognizing the existing infrastructure investment from all sources;
- Should be multi-modal as no one mode can accommodate the Nation's needs;
- Provide a dedicated funding stream for freight.

TIGER is valued as it is one of the very few programs providing funds "inside the gate" landside terminal federal support, which is how one achieves connectivity and efficiency. This should be continued with a percentage to go towards port related infrastructure needs.

Develop a dedicated funding stream for the operation of Marine Highways such as the M-5 and M-580.

CALIFORNIA'S PORTS AND HARBORS

COMMENTS ON THE NATIONAL OCEAN POLICY

We are disappointed by NOAA, whose former Administrator, said “coastal and marine spatial planning is an essential tool for anyone who depends on the oceans for sustainable jobs, healthy seafood, clean energy, recreation or vibrant communities.”

NOAA is usurping Executive Order 13547 by continuing to expand marine sanctuaries in areas that have been identified as areas for CMSP and encouraging the nomination of new marine sanctuaries. NOAA is attempting to add its regulatory authority over thousands of square miles of ocean prior to the development of regional planning bodies and their marine plans.

CMANC's members are supportive of several items within the National Ocean Policy Implementation Plan:

- Coordination of federal agencies to achieve greater efficiency and effectiveness with a focus on reducing bureaucracy, improved coordination and integration, and fiscal responsibility
- Sustaining and further develop observing systems such as the Physical Oceanographic Real-Time System (PORTS);
- Promoting jobs and preventing lost employment opportunities;
- Improving maritime domain awareness and understanding the potential impacts of climate change on ports, harbors and waterways as well as developing adaption programs.

At the same time, we continue to be concerned about:

- Increased regulatory burden on ports and harbors and their users;
- Improvement of ecosystem health will take precedent over all other issues;
- That there is not a complete recognition of the need to preserve land areas for traditional maritime uses, coastal communities should be enhance, and working-waterfronts and water-dependent uses need to be valued;
- Stakeholders need to be equal partners in the process.

POSITION OF CALIFORNIA'S PORTS AND HARBORS ON THE NATIONAL MARINE SANCTUARY 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.

CMANC'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;
- CMANC recommends not allowing the expansion of existing Sanctuaries or designation of new Sanctuaries until the problems identified above are resolved.

CALIFORNIA'S PORTS AND HARBORS

THANK THE FOLLOWING SUPPORTERS OF THE

56th ANNUAL GOLDEN STATE RECEPTION

CHANNEL ISLANDS HARBOR
CITY OF MONTEREY
CITY OF MORRO BAY
CITY OF SANTA BARBARA
FUGRO PELAGOS, INC.
GAHAGAN AND BRYANT ASSOC., INC.
GREAT LAKES DREDGE AND DOCK
HUMBOLDT BAY HARBOR DISTRICT
L.A. COUNTY, BEACHES AND HARBORS
MANSON CONSTRUCTION COMPANY
MOFFATT & NICHOL
MOSS LANDING 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

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.

CMANCC

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE