

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

*Encourage adequate Presidential Budget Requests to construct and properly maintain statutorily authorized maritime infrastructure, including ports, harbors, and related transportation structures;*

*Achieve Congressional appropriations to meet the WRRDA 2014 goals for FY2018;*

*Support the full expenditure of Harbor Maintenance Tax receipts for their intended purpose;*

*Support complete Congressional appropriations for all Federal Navigation Structures/projects;*

*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 an approach to risk management that includes life expectancy of structures 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;*

*Encourage the development of an intermodal National Freight Policy to promote trade growth at ports;*

*Support a Coastal and Marine Spatial Planning structure that is inclusive of all stakeholders, non-regulatory and transparent.*

*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.*

## Public Agency Members

Channel Islands Harbor,  
Ventura County

City of Monterey

City of Morro Bay

City of Oceanside

City of Newport Beach

City of Redondo Beach

City of San Leandro

City of Santa Barbara

Contra Costa County

County of Los Angeles

County of Orange

County of Ventura

Crescent City Harbor

Humboldt Bay Harbor

Moss Landing Harbor

Napa County

Noyo Harbor District

Port San Luis Harbor Dist

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port of Oakland

Port of Redwood City

Port of Richmond

Port of San Diego

Port of San Francisco

Port of Stockton

Port of West Sacramento

San Mateo Co. Harbor

Santa Cruz Port District

Ventura Port District

Jim Haussener

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CALIFORNIA'S PORTS AND HARBORS

2017 MEETINGS, ATTENDEES

WASHINGTON, DC

Mr. Richard Aschieris	Port of Stockton
Commissioner Everard Ashworth	Ventura Port District
Councilmember Brad Avery	City of Newport Beach
Commissioner Drew Brandy	Port San Luis Harbor District
Mr. Grady Bryant	Gahagan & Bryant
Mr. David Buckingham	City of Morro Bay
Ms. Marisela Caraballo DiRuggiero	Port of Los Angeles
Mr. John Coleman	Bay Planning Coalition
Mayor Pro Tem Duffy Duffield	City of Newport Beach
Mr. Eric Endersby	City of Morro Bay
Mr. Cesar Espinosa	L.A. County, Dept. of Beaches & Harbors
Mr. Sean Gamette	Port of Long Beach
Commissioner Toby 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
Mr. Jay Jahangiri	TRE Consulting
Ms. Lyn Krieger	Channel Islands Harbor
Ms. Anne Landstrom	Moffatt & Nichol
Ms. Andrea Lueker	Port San Luis Harbor District
Mr. K J May	Port of Hueneme
Mr. Steve McGrath	San Mateo County Harbor District
Mr. Chris Miller	City of Newport Beach
Ms. Julie Minerva	CMANC Staff (WDC)
Mr. Todd Mitchell	Fugro
Ms. Marian Olin	Santa Cruz Port District
Ms. Imee Osantowski	Port of Oakland
Mr. Richard Parsons	Ventura Port District
Mr. Brian Pendleton	Ventura Port District
Mr. Rick Rhoads	Moffatt & Nichol
Mr. Thanh Vuong	Port of Oakland
Ms. Suzy Watkins	Channel Islands Harbor
Mr. David Webb	City of Newport Beach
Mr. Jeff Wingfield	Port of Stockton

# CALIFORNIA'S PORTS AND HARBORS

## 2017 MEETINGS

### WASHINGTON, DC

**Agenda:** To discuss international maritime trade through California, the resulting contributions to the National Economy, benefits of civil works to the environment and recognition of the California Port and Harbor System in budgeting priorities.

#### Tuesday, March 7, 2017

Mr. John Armor	NOAA, Office of National Marine Sanctuaries
Ms. Caitlin Rayman	FHWA, Freight Management & Operations
Mr. Jim Walker	American Association of Port Authorities
Mr. Derek Brockbank	American Shore and Beach Preservation
Mr. Barry Holliday	Dredging Contractors of America
Ms. Kathryn Gallagher	U.S. EPA, Ecological Risk Assessment
Chairman Mike Simpson	House Energy & Water Appropriations
Ms. Kelly Colyar	Office of Management and Budget
Mr. Nadir Dalal	Office of Management and Budget
Ms. Laurie Saroff	Office of Congressman Correa
Mr. Clint Odom	Office of Senator Harris
Ms. Angie Giancarlo	House Appropriations Staff
Ms. Taunja Berquam	House Appropriations Staff
Ms. Tori Bahe	Office of Congressman Panetta
Ms. John Assini	Office of Congressman Panetta
Honorable Kevin McCarthy	Majority Leader
Mr. Kyle Lombardi	Office of the Majority Leader
Mr. Trevor Smith	Office of the Majority Leader

#### *GOLDEN STATE RECEPTION*

#### Wednesday, March 8, 2017

Mr. Let Mon Lee	Deputy Assistant Secretary of the Army
Mr. James Dalton	U. S. Army, Corps of Engineers
Mr. Jeffrey McKee	U.S. Army, Corps of Engineers
Mr. Bradd Schwichtenberg	U.S. Army, Corps of Engineers
Mr. David Dale	U.S. Army, Corps of Engineers
Ms. Ada Benavides	U.S. Army, Corps of Engineers
Mr. Robert Edmonson	Office of Congresswoman Pelosi
Honorable Nanette Diaz Barragán	Member of Congress
Ms. Jen Armstrong	Senate Appropriations Staff
Ms. Samantha Nelson	Senate Appropriations Staff
Honorable Alan Lowenthal	Member of Congress
Honorable Salud Carbajal	Member of Congress

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 equitable 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 2018 ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

California's Ports and Harbors are requesting the 115<sup>th</sup> Congress provide the following levels of funding for navigation projects within California during Federal Fiscal Year 2018:

INVESTIGATIONS	\$1,035,000.00;
CONSTRUCTION – GENERAL	\$20,600,000.00;
CONTINUING AUTHORITIES	\$13,000,000.00;
OPERATIONS & MAINTENANCE	\$198,502,000.00;
<u>TOTAL</u>	<u>\$233,137,000.00</u>

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

- By developing a green infrastructure allowing for 40% of waterborne goods to enter and leave the United States;
- Supporting over 3.5 Million Jobs across the country;
- 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 in California generates more than \$160 in Federal revenues.

Over \$400 million in Harbor Maintenance Tax is collected annually in California. Less than 25% of which is returned to California for reinvestment in the System.

As state and local governments cannot fairly allocate costs among the nationwide beneficiaries of the California port and harbor system we believe this is a role for the Federal government and the Harbor Maintenance Trust Fund.

CALIFORNIA'S PORTS AND HARBORS

LINE ITEM REQUEST FOR

FISCAL YEAR 2018 ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

**INVESTIGATIONS**

East San Pedro Bay Ecosystem Restoration	\$400,000.00
Long Beach Navigation Improvement	\$635,000.00

**CONSTRUCTION - GENERAL**

Port of San Francisco	\$6,000,000.00
Port of Stockton	\$3,600,000.00
Surfside-Sunset and Newport Beach	\$11,000,000.00

**CONTINUING AUTHORITIES**

Port of Hueneme	\$5,000,000.00
Port of San Francisco	\$8,000,000.00

**OPERATIONS & MAINTENANCE**

Channel Islands Harbor (Dredging)	\$10,000,000.00
Channel Islands Harbor (Breakwater Repair)	\$500,000.00
Crescent City Harbor	\$6,300,000.00
Humboldt Bay Harbor	\$8,200,000.00
Los Angeles - Long Beach Harbors	\$7,000,000.00
Monterey Harbor	\$110,000.00
Morro Bay Harbor	\$3,000,000.00
Moss Landing Harbor	\$4,500,000.00
Napa River	\$8,500,000.00
Noyo River and Harbor	\$6,700,000.00
Oakland Harbor	\$18,200,000.00
Oceanside Harbor	\$3,000,000.00
Pillar Point Harbor	\$200,000.00
Pinole Shoal Management/Delta LTMS	\$2,500,000.00
Port of Hueneme	\$1,500,000.00
Port San Luis	\$5,000,000.00
Project Condition Surveys	\$3,500,000.00
Redondo Beach Harbor	\$8,000,000.00
Redwood City Harbor	\$12,000,000.00
Richmond Harbor	\$16,300,000.00
Sacramento River (30 ft) and (shallow draft)	\$8,200,000.00
Sacramento River and Tributaries	\$2,042,000.00
San Diego Harbor	\$4,400,000.00
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	\$5,200,000.00
San Joaquin River - Stockton Channel	\$12,300,000.00
San Leandro Marina	\$4,200,000.00
San Pablo Bay & Mare Island Strait	\$5,500,000.00
Santa Barbara Harbor	\$3,500,000.00
Santa Cruz Harbor	\$500,000.00
Suisun Bay Channel/New York Slough	\$9,600,000.00
Ventura Harbor	\$7,000,000.00

## 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 to minimize draft restrictions in federal navigation channels.

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

Adjust the 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.

Perform timely and regular communications with local sponsors and the contracting community as well as other stakeholders.

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 scientifically defensible regulatory standards for the permanent designation of open-ocean, near-shore, 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.

# 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. C-MANC members 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;

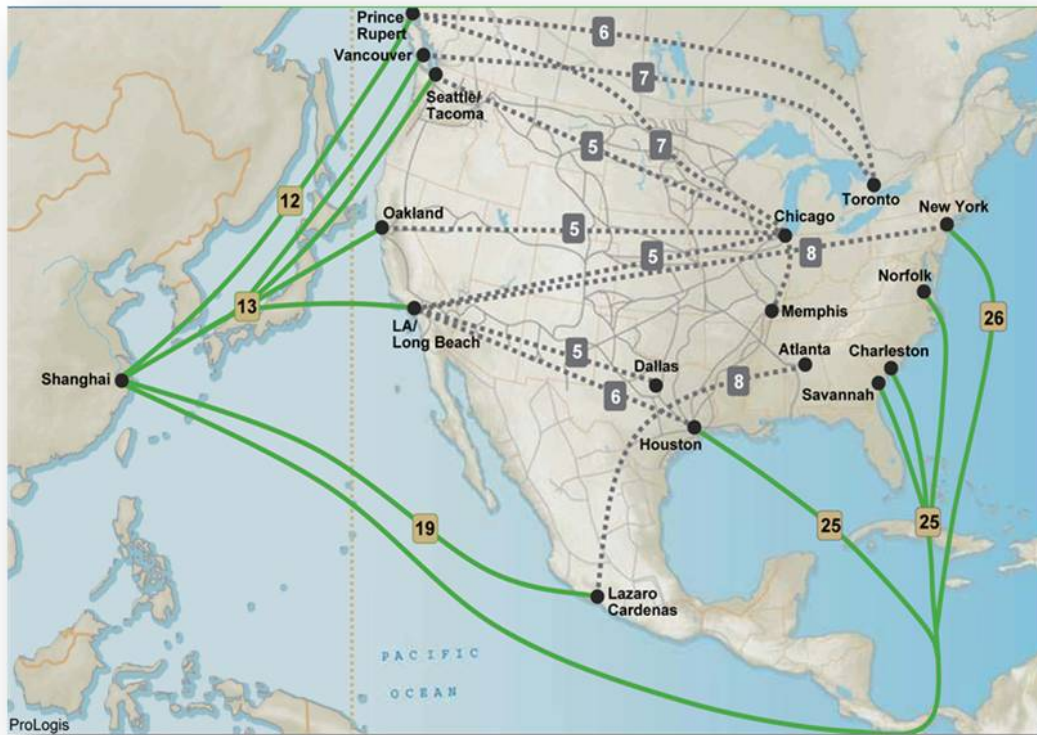
Strengthen the public process required to change a Sanctuary designation document. Concurrence for any language or boundary changes, or new authorities, should be required from both the member(s) of Congress representing the District(s) that adjoin the Sanctuary, as well as concurrence from whatever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



**It takes less time by ship and rail to get to Chicago and New York via California than the Gulf Coast or East Coast ports!**

**The Ports of Los Angeles, Long Beach and Oakland are at 50 feet of water depth already and they have invested billions of dollars on landside infrastructure to accommodate the large vessels entering the maritime trade.**



**The largest container vessel to call on a North American Port, the Benjamin Franklin, docking at the Port of Oakland.**

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE  
**CMANCO**

**The California Port and Harbor System Are Gateways to  
Family-Wage Jobs,  
the Export of Goods and Agricultural Products and  
Provide for Economic Prosperity & Growth**

Over 40% of the United States' waterborne trade goes through the California Port and Harbor System.

California Ports and Harbors are vital economic engines, connecting American farms, factories, and goods to the world market place.

California Ports and Harbors deliver vital goods and services to consumers, and efficiently move U.S. exports. Over \$100 billion worth of products and goods are exported through the California Port and Harbor System annually.

California Ports and Harbors for over a century have created family-wage jobs and support local and national economic growth. Transportation and warehousing sector jobs average over \$45,000 per year.

The employment of more than 3.5 Million people in California and nationwide is supported by California Ports and Harbors' cargo activities.

Nationally, waterborne cargo activity accounts for 26% of the U.S. Economy. California Ports and Harbors help by moving close to \$500 Billion worth of cargo annually.

California Ports and Harbors generate more than \$10 billion in state and local taxes a year. Over \$5 billion in customs duties are also generated.

CALIFORNIA'S PORTS AND HARBORS

THANK THE FOLLOWING SUPPORTERS OF THE

*58th ANNUAL GOLDEN STATE RECEPTION*

CHANNEL ISLANDS HARBOR

CITY OF MONTEREY

CITY OF MORRO BAY

CITY OF SANTA BARBARA

GREAT LAKES DREDGE AND DOCK

MANSON CONSTRUCTION COMPANY

MOFFATT & NICHOL

PORT OF OAKLAND

PORT OF REDWOOD CITY

PORT OF SAN FRANCISCO

PORT OF STOCKTON

THE DUTRA GROUP

VENTURA PORT DISTRICT

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE  
**CMANNC**



# THE CALIFORNIA PORT & HARBOR SYSTEM

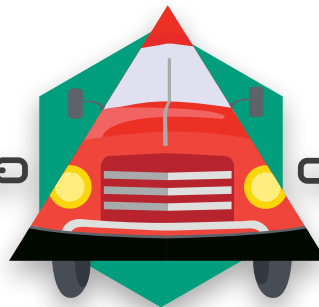
## A MODEL FOR THE NATION



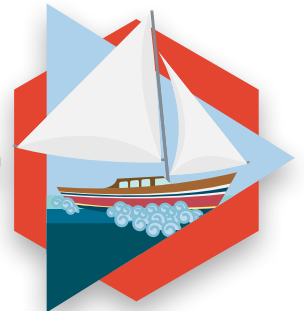
COMMERCIAL  
FISHING HARBORS



BREAKBULK  
PORTS



MID-SIZE  
PORTS



RECREATIONAL  
HARBORS

## THE CALIFORNIA PORT & HARBOR SYSTEM SUPPORT DIVERSE NEEDS:

Containerized Cargo | Commercial Fishing | Automobiles | Recreation |  
Cruise Ships | Agriculture | Manufacturing | Cargoes of All Types | Energy

The Nation is Dependent on the California Port and Harbor System  
for its economic sustainability.

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

Each port and harbor, large or small, has a role in the international trade  
and needs federal support to perform its role.

California is the nation's leader in maritime business and recreation, serving  
both in an environmentally sustainable manner.

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

# CMANCC