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.

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
Executive Director
20885 Redwood Rd., # 345
Castro Valley, CA 94546
(925) 828-6215
www.cmanc.com
Jim@cmanc.com
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Mr. Richard Aschieris</td>
<td>Port of Stockton</td>
</tr>
<tr>
<td>Commissioner Everard Ashworth</td>
<td>Ventura Port District</td>
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<tr>
<td>Councilmember Brad Avery</td>
<td>City of Newport Beach</td>
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<tr>
<td>Commissioner Drew Brandy</td>
<td>Port San Luis Harbor District</td>
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<tr>
<td>Mr. Grady Bryant</td>
<td>Gahagan &amp; Bryant</td>
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<tr>
<td>Mr. David Buckingham</td>
<td>City of Morro Bay</td>
</tr>
<tr>
<td>Ms. Marisela Caraballo DiRuggiero</td>
<td>Port of Los Angeles</td>
</tr>
<tr>
<td>Mr. John Coleman</td>
<td>Bay Planning Coalition</td>
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<tr>
<td>Mayor Pro Tem Duffy Duffield</td>
<td>City of Newport Beach</td>
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<tr>
<td>Mr. Eric Endersby</td>
<td>City of Morro Bay</td>
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<tr>
<td>Mr. Cesar Espinosa</td>
<td>L.A. County, Dept. of Beaches &amp; Harbors</td>
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<tr>
<td>Mr. Sean Gamette</td>
<td>Port of Long Beach</td>
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<tr>
<td>Commissioner Toby Goddard</td>
<td>Santa Cruz Port District</td>
</tr>
<tr>
<td>Mr. Bill Hanson</td>
<td>Great Lakes Dredge &amp; Dock</td>
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<tr>
<td>Mr. Jim Haussener</td>
<td>CMANC Staff (CA)</td>
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<tr>
<td>Mr. Ryan Hernandez</td>
<td>Contra Costa County</td>
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<tr>
<td>Mayor Jamie Irons</td>
<td>City of Morro Bay</td>
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<tr>
<td>Mr. Jay Jahangiri</td>
<td>TRE Consulting</td>
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<tr>
<td>Ms. Lyn Krieger</td>
<td>Channel Islands Harbor</td>
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<tr>
<td>Ms. Anne Landstrom</td>
<td>Moffatt &amp; Nichol</td>
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<tr>
<td>Ms. Andrea Lueker</td>
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<tr>
<td>Mr. K J May</td>
<td>Port of Hueneme</td>
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<tr>
<td>Mr. Steve McGrath</td>
<td>San Mateo County Harbor District</td>
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<tr>
<td>Mr. Chris Miller</td>
<td>City of Newport Beach</td>
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<tr>
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<tr>
<td>Ms. Imee Osantowski</td>
<td>Port of Oakland</td>
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<tr>
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<tr>
<td>Mr. David Webb</td>
<td>City of Newport Beach</td>
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<tr>
<td>Mr. Jeff Wingfield</td>
<td>Port of Stockton</td>
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</table>
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  
Office of Congresswoman Pelosi
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
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 are requesting the 115th 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;
- **TOTAL**: $233,137,000.00

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

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<td>Surfside-Sunset and Newport Beach</td>
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<td>San Pablo Bay &amp; Mare Island Strait</td>
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<td>Suisun Bay Channel/New York Slough</td>
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<tr>
<td>Ventura Harbor</td>
<td>$7,000,000.00</td>
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</table>
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.
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.
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
THE CALIFORNIA PORT & HARBOR SYSTEM
A MODEL FOR THE NATION

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.