

CMANC is a consortium of California harbors, ports and marine interest groups with a mission of maintaining the integrated system of ports and harbors along California's 3,427 mile tidal shoreline as a major gateway for the nation's commerce while protecting the interests of California citizens and the environment.

## CMANC's Current Issues:

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

Obtain Congressional appropriations to meet the WRRDA 2014 goals for FY2019;

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

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

Advise the U.S. Army Corps of Engineers on efficiencies within the navigation program to do all necessary development and maintenance;

Support adaptive and flexible management of coastal resources including sediment based on proven and scientific techniques;

Support a risk management approach on potential impacts for climate change that includes the life expectancy of structures;

Support a Re-authorization of the Magnuson-Stevens Act that preserves the integrity of the law while providing more consideration for communities, careful increases in flexibility in rebuilding timelines, and assuring that the Act is the singular law of the land for fisheries management and habitat protection;

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

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 San Rafael

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

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# CALIFORNIA'S PORTS AND HARBORS

## 2018 MEETINGS, ATTENDEES

### WASHINGTON, DC

Mr. Richard Aschieris	Port of Stockton
Councilmember Brad Avery	City of Newport Beach
Ms. Cristina Birdsey	Port of Hueneme
Commissioner Brian Brennan	Ventura Port District
Mr. Grady Bryant	Gahagan & Bryant
Ms. Marisela Caraballo DiRuggiero	Port of Los Angeles
Mr. Scott Collins	City of Morro Bay
Mayor Duffy Duffield	City of Newport Beach
Ms. Denise Dutra	The Dutra Group
Mr. Eric Endersby	City of Morro Bay
Mr. Cesar Espinosa	L.A. County, Dept. of Beaches & Harbors
Commissioner Toby Goddard	Santa Cruz Port District
Mr. Bill Hanson	Great Lakes Dredge & Dock
Mr. Jim Haussener	CMANC Staff (CA)
Mr. John Haynes	City of Monterey
Council Member John Headding	City of Morro Bay
Mr. Ryan Hernandez	Contra Costa County
Ms. Karen Holman	Port of San Diego
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. Chris Miller	City of Newport Beach
Ms. Julie Minerva	CMANC Staff (WDC)
Mr. John Moren	San Mateo County Harbor District
Ms. Marian Olin	Santa Cruz Port District
Mr. Richard Parsons	Ventura Port District
Mr. Brian Pendleton	Ventura Port District
Mr. Rick Rhoads	Moffatt & Nichol
Commissioner Bob Vessely	Port San Luis Harbor District
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
Mr. David Yow	Port of San Diego

# CALIFORNIA'S PORTS AND HARBORS

## 2018 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 6, 2018

Ms. Helen Brohl	Committee on the Maritime Transportation System
Mr. Bradley Watson	Coastal States Organization
Ms. Susan Monteverde	American Association of Port Authorities
Mr. James Dalton	U. S. Army, Corps of Engineers
Mr. Eddie Belk	U.S. Army, Corps of Engineers
Ms. Sheryl Carrubba	U.S. Army, Corps of Engineers
Mr. Bradd Schwichtenberg	U.S. Army, Corps of Engineers
Mr. Charles Wilson	U.S. Army, Corps of Engineers
Ms. Julia Harvey	U.S. Army, Corps of Engineers
Mr. Joe Benz	Deputy Assistant Secretary of the Army
Honorable Grace Napolitano	Member of Congress
Mr. Jim Herz	Office of Management and Budget

#### *GOLDEN STATE RECEPTION*

#### Wednesday, March 7, 2018

Mr. Trent Bauserman	Office of House Minority Whip Hoyer
Honorable John Garamendi	Member of Congress
Ms. Alexis Segal	Office of Senator Feinstein
Honorable Julia Brownley	Member of Congress
Ms. Monica Pham	Office of Senator Harris
Ms. Jessica Powell	Office of Chairman Womack
Mr. Robert Mariner	U.S. DOT, Infrastructure Finance & Innovation
Mr. Robert Edmonson	Office of Democratic Leader Pelosi
Mr. Dustin Davidson	Office of Chairman Graves

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). Further, we do not support use of HMT funds for landside projects or generally for 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. An equitable return to these systems ensures stronger HMT revenue collection in the future and provides returns to the shippers that use these ports;
- We support limited expansion of use for donor ports, including, for example, maintenance of in-water improvements.
- The cost-share formula for maintenance should be reflective of the current cargo fleet.

CALIFORNIA'S PORTS AND HARBORS

REQUEST FOR

FISCAL YEAR 2019 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 2019:

INVESTIGATIONS	\$298,000.00;
CONSTRUCTION – GENERAL	\$14,600,000.00;
CONTINUING AUTHORITIES	\$13,000,000.00;
OPERATIONS & MAINTENANCE	\$182,421,000.00;
<u>TOTAL</u>	<u>\$210,319,000.00</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 leave and enter the United States;
- Supporting over 3.5 Million Jobs across the country;
- Provides \$10 Billion per year in taxes;
- 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, in 2017 ~ 20 million containers (TEU) moved through California's system of ports and harbors.

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

DRAFT LINE ITEM REQUEST FOR

FISCAL YEAR 2019 ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

**INVESTIGATIONS**

East San Pedro Bay Ecosystem Restoration \$298,000.00

**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**

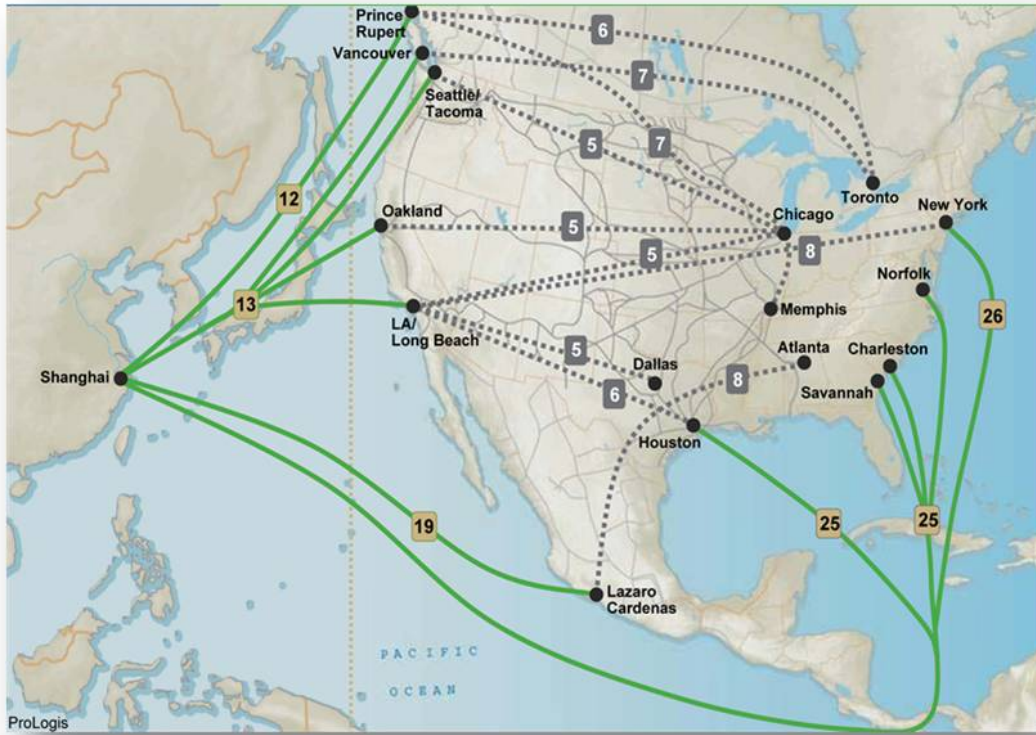
Channel Islands Harbor (Dredging) \$5,000,000.00  
 Channel Islands Harbor (Breakwater Repair) \$5,000,000.00  
 Crescent City Harbor \$6,300,000.00  
 Humboldt Bay Harbor \$6,000,000.00  
 Morro Bay Harbor \$3,000,000.00  
 Moss Landing Harbor \$4,500,000.00  
 Napa River \$3,000,000.00  
 Newport Beach Harbor \$400,000.00  
 Noyo River and Harbor \$6,700,000.00  
 Oakland Harbor \$19,076,000.00  
 Oceanside Harbor \$3,000,000.00  
 Pillar Point Harbor \$200,000.00  
 Pinole Shoal Management/Delta LTMS \$2,500,000.00  
 Port of Hueneme \$2,500,000.00  
 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 \$13,000,000.00  
 Sacramento River (30 ft) and (shallow draft) \$8,210,000.00  
 Sacramento River and Tributaries \$2,100,000.00  
 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 \$4,335,000.00  
 San Francisco Harbor - Debris Removal \$5,000,000.00  
 San Joaquin River - Stockton Channel \$6,000,000.00  
 San Leandro Marina \$4,200,000.00  
 San Pablo Bay & Mare Island Strait \$5,500,000.00  
 San Rafael Creek \$5,000,000.00  
 Santa Barbara Harbor \$3,500,000.00  
 Santa Cruz Harbor \$500,000.00  
 Suisun Bay Channel/New York Slough \$10,000,000.00  
 Ventura Harbor \$8,000,000.00



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

- California Ports and Harbors employ more than 3.5 Million people in California and nationwide through cargo related activities.
- 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 \$47,000 per year.
- California Ports and Harbors are vital economic engines, connecting American farms, factories, and goods to the world market place in an efficient and reliable manner.
- 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.
- 40% of the United States' waterborne trade goes through the California Port and Harbor System.
- 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 revenues are also generated.

# 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  
**CMANNC**



## CALIFORNIA'S PORTS AND HARBORS

### SUGGESTIONS FOR THE

### USACE CIVIL WORKS PROGRAM

The goal for 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 retaining 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. 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

CMANC supports the use and conservation of the nation's ocean and Great Lake resources through National Marine Sanctuaries (NMS). CMANC member ports, harbors, and communities have a history of working with California's four NMS and with the Office of National Marine Sanctuaries. While the National Marine Sanctuaries Act has offered a framework for establishing and managing NMS, CMANC members see that the Act can be clarified and strengthened to improve the services it provides to the nation.

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

- The Act should explicitly require that Sanctuary managers utilize the best available, peer-reviewed science, representing a broad range of scientific views, when making decisions for regulations or permit conditions, and 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. We believe that responsibility has been given to the Corps of Engineers and EPA;
- Beneficial reuse of the nation's marine sediment resources has become a clear policy mandate in State and Federal resource agency guidelines. 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 must be tasked to work with the fishing industry, NOAA Fisheries, and the Regional Fishery Management Councils towards a consensus solution, if any fishery-related issue arises;
- Sanctuary Advisory Councils (SAC). 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, be provided. Sanctuary Managers should not have full control over the types of seats and who occupies those seats on the Advisory Councils. SACs should be able to be organized by communities and not under NOAA. CMANC 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 from the local agency which 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 opposes 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

*59th 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 STOCKTON

THE DUTRA GROUP

VENTURA PORT DISTRICT



# THE CALIFORNIA PORT & HARBOR SYSTEM

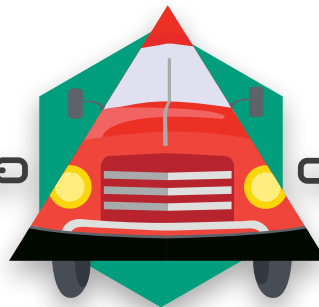
## A MODEL FOR THE NATION



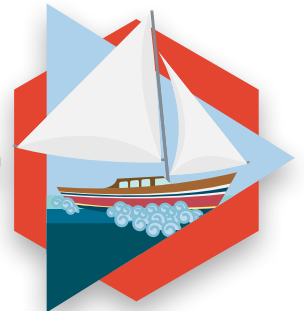
COMMERCIAL  
FISHING HARBORS



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