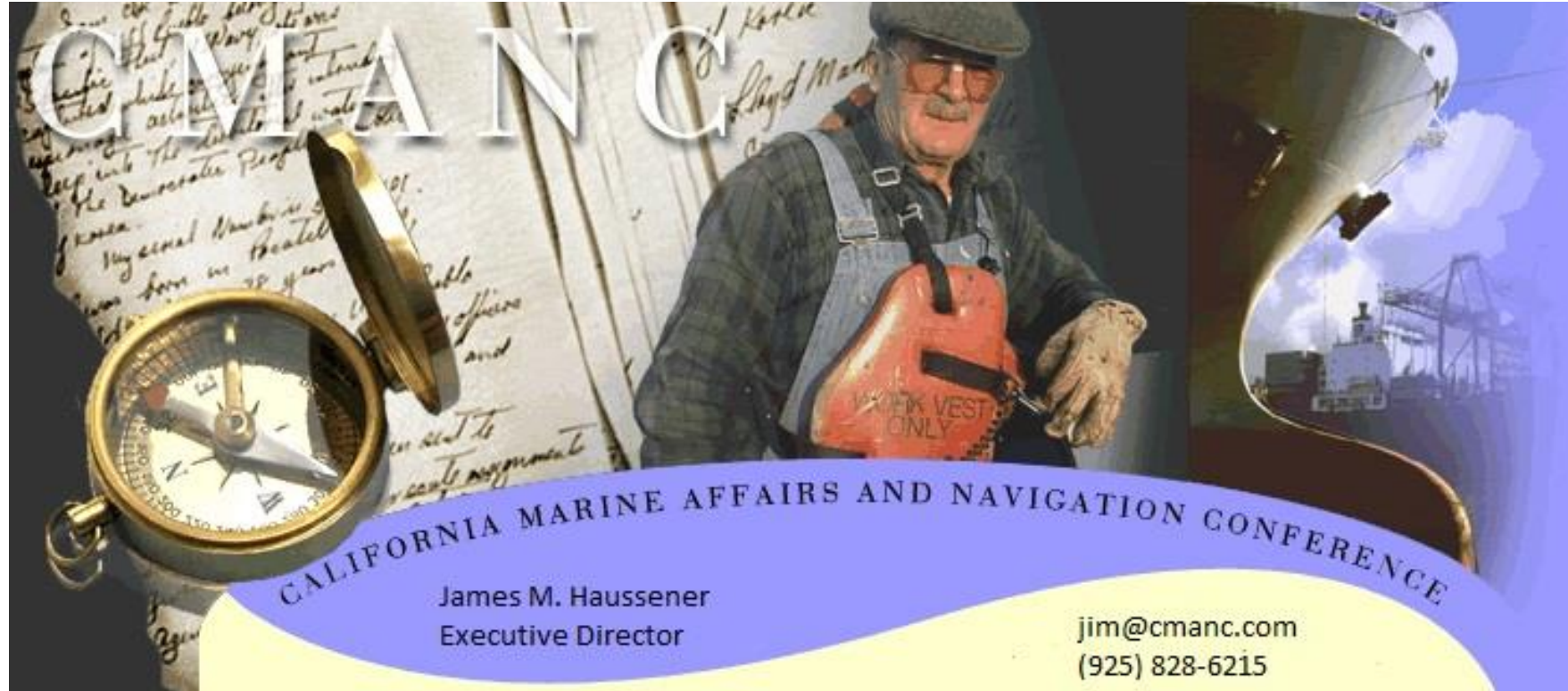


# FY 2022 & FY 2023



CMANC

CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

James M. Haussener  
Executive Director

[jim@cmanc.com](mailto:jim@cmanc.com)  
(925) 828-6215

# FY 2022 Work Plan

- Remember that even if your project is currently in the House Appropriations Bill as an “earmark” it may not get funded.
- Get your letters ready and out for being included in the Work Plan
- Use the language that Congress is directing the Corps to use

# Letters go to as well as cc's

- Your Congressional Representative
  - Senator Feinstein
  - Senator Padilla
  
  - Mr. Jaime A. Pinkham,
  - Acting Assistant Secretary of the Army
  - 
  
  - LTG Scott Spellmon,
  - Chief of Engineers
  - Mr. Al Lee,
  - Director of Civil Works
  - Ms. Stacey Brown,
  - Chief, Programs Integration Division
  - Ms. Meg Gaffney-Smith,
  - Interim Chief Operations & Regulatory
  - Ms. Tiffany Burroughs,
  - Chief of Navigation
  - Mr. Bradd Schwichtenberg,
  - Regional Integration Team
  -
- Colonel Antoinette Gant,
  - SPD Commander
  - Ms. Cheree Peterson,
  - Programs Director
  - Ms. Karen Berresford,
  - Chief of Civil Works
  - Ms. Tori White,
  - Chief, Operations & Regulatory
  - Ms. Heather Schlosser,
  - Navigation and Coastal Program Manager
  
  - Colonel Julie Balten,
  - SPL Commander
  - David Van Dorpe,
  - Deputy District Engineer for Project Management
  - 
  - OR
  
  - Lt. Col Kevin Arnett,
  - SPN Commander
  - Stu Townsley,
  - Deputy District Engineer for Project Management

## Congressional Direction to Corps for Work Plans (O&M) in FY 2022 (Draft)

- When allocating the additional funding recommended in this account, the Corps shall consider giving priority to the following:
  - —Ability to complete ongoing work maintaining authorized depths and widths of harbors and shipping channels (including small, remote, or subsistence harbors), including where contaminated sediments are present;
  - —Ability to address critical maintenance backlog;
  - —Presence of the U.S. Coast Guard;
  - —Extent to which the work will enhance national, regional, or local economic development. including domestic manufacturing capacity;
  - —Extent to which the work will promote job growth or international competitiveness;
  - —Number of jobs created directly by the funded activity;
  - —Ability to obligate the funds allocated within the fiscal year;
  - —Ability to complete the project, separable element, project phase, or useful increment of work within the funds allocated;
  - —Dredging projects that would provide supplementary benefits to tributaries and waterways in close proximity to ongoing island replenishment projects; and
  - —Extent to which the work will promote recreation-based benefits, including those created by recreational boating;

## Congressional Direction to Corps for Work Plans (O&M) in FY 2022 (Draft) (continued)

- ability to address hazardous barriers to navigation due to shallow channels;
- risk of imminent failure or closure of the facility;
- improvements to federal breakwaters and jetties where additional work will improve the safety of navigation and stabilize infrastructure to prevent continued deterioration; and
- —For harbor maintenance activities:
  - —Total tonnage handled;
  - —Total exports;
  - —Total imports;
  - —Dollar value of cargo handled;
  - —Energy infrastructure and national security needs served;
  - —Designation as strategic seaports;
  - —Lack of alternative means of freight movement;
  - —Savings over alternative means of freight movement; and
  - Maintenance and improvements to dredge disposal facilities which will result in long-term savings, including a reduction in regular maintenance costs.

# FY 2023

- Congress hasn't appropriated funds for FY2022, why are we doing FY2023 now?
- OMB has the Army's proposal for the Corps' CW Program under review.
- CMANC's Officers will be meeting with OMB in October to discuss our Member's needs.
- Corps has started development of their Program Development Guidance for FY2024.

# Capability & Goal

- What is the Corps' Capability? This is the new funding (over and above unobligated carry-in from prior fiscal years) that if provided, can be obligated or committed for a contract solicitation during that fiscal year (some terms left out) and done so after the carry-in funds are obligated.
- Goal for O&M Budget Funding Level in developing budget is to maintain the BY-2 (FY2021) "Budget" investment level of performance on a majority of performance metrics. As this is the "Budget" and doesn't include work plan funding, in most years the budget submission to OMB will be less than the previous fiscal year appropriation.

# Priorities and Economic Benefits

- Budget Priority is given to O&M infrastructure based on the condition and potential impacts (economic, environmental and public safety) of the project performance if the O&M is not undertaken.
- The economic benefits that will accrue for the dollars spent to improve the level of performance must be considered before the O&M package is included in the budget



# Evaluation of commercial navigation includes

- Current and five-year average tonnage
- Cost per ton
- USCG Marine Safety
- Critical Harbors of Refuge - USCG SAR Station, Commercial Fishing Fleet and distance to nearest Harbor of Refuge
- Subsistence Harbors - those harbors that are dependent upon the navigation project as their principal means of receiving goods and services, and for which alternative means of delivery are not practicable. An example would be Tangier Island off the coast of Virginia or the Channel Islands off the California coast. This does not include point of origin harbors.

# Three Levels of Projects

- a. High-Use Projects – those deep and shallow draft coastal navigation projects with 10 million tons or greater, based on the latest five-year average waterborne commerce statistics.
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- b. Moderate-Use Projects – those deep and shallow draft coastal navigation projects with one to 10 million tons, and those waterways with one to three billion ton-miles, based on the latest five-year average waterborne commerce statistics.
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- c. Low-Use Projects – those deep and shallow draft coastal navigation projects with less than one million tons, based on the latest five-year average waterborne commerce statistics.

# So What?

- This is where you make the pitch to the Corps' Navigation Program Manager
- What is the Federal, Regional and Local Interest in Maintenance
- What are the life safety implications of not maintaining?
- Does the PM have the latest economic #'s for your facility including fish landing data?
- What support do you provide to other federal agencies?

# Communicate

- Know the Corps' Project Manager
- Talk to the PM on a very regular basis
- Update PM on activities at your facility
- Discuss with PM on consequences of Not Fully Maintaining
  
- AND, do the same with your Congressional Representative's staff!