



CALIFORNIA MARINE AFFAIRS AND NAVIGATION CONFERENCE

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December 6, 2024

The Honorable Thomas R. Carper
Chairman
Environment & Public Works Committee
United States Senate

The Honorable Sam Graves
Chairman
Transportation and Infrastructure Committee
House of Representatives

The Honorable Shelley Moore Capito
Ranking Member
Environment & Public Works Committee
United States Senate

The Honorable Rick Larsen
Ranking Member
Transportation and Infrastructure Committee
House of Representatives

Subject: *Thomas R. Carper Water Resources Development Act of 2024*

Dear Chairmen Carper and Graves, and Ranking Members Capito and Larsen:

On behalf of California's ports, harbors, and the non-federal sponsors of navigation projects in California, I wish to thank you for continuing to move the biannual Water Resources Development Act (WRDA) in a timely manner.

CMANC has articulated the need for an "ombudsman" within the U.S. Army, Corps of Engineers to assist small potential non-federal sponsors. Language included in WRDA 2024 requiring the Corps to provide "community project advisors" meets our request.

We are appreciative of the increased funding authorization for a variety of Continuing Authority Program (CAP). We seek more clarity as to how much funds are available to be obligated for any particular CAP authorization as well as a listing of those proposed projects in queue.

We appreciate your recognition that container vessels carrying cargo that generates a large portion of the Harbor Maintenance Tax collected require deeper fully maintained navigation channels and the maintenance to -55' should be a federal responsibility.

Having the Corps partake in a national coastal mapping program when used in conjunction with U.S. Geological Survey's EXPRESS program and the National Oceanic and Atmospheric Administration's hydrographic services will provide crucial data to local communities and their citizens to make informed decisions in a dynamic coastal environment.

As we have learned in the Corps' planning doctrine of 3x3x3, when a good idea becomes codified there are unintended consequences. We ask that your Committees remain vigilant to make certain the role of maintaining navigation channels does not become subordinate to maximizing beneficial use of sediment.

We are thankful for the authorization of numerous feasibility studies including Pillar Point Harbor, Mare Island Strait, San Diego and Orange Counties, San Diego Bay, and Oceanside.

To promote the operation, maintenance and improvement of California harbors, ports and navigation projects that demonstrate responsible stewardship and benefit the regional and national economy.

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We request that the Committee reminds the Corps that when it looks to deauthorizing a project the agency notify the non-federal sponsor and the Member of Congress whose district the project resides within at the earliest point possible in the process.

We appreciate the Committees' efforts to include Contra Costa County in the investigation of flood and related problems as well as expanding the investigation to include sea level rise and disadvantaged communities.

We are very grateful that you have authorized the Oakland Harbor Turning Basins Widening as this will provide greater safety and efficiency in moving container vessels in and out of the Port of Oakland.

Again, thank you and your staff for bringing forward this crucial legislation that provides for the built and natural infrastructure that provides for, among other items, economic growth, environmental sustainability, community safety and disadvantaged community support.

Respectfully,



James M. Haussener
Executive Director