

Financing Port and Marina Infrastructure

“Tomorrow’s Ideas for Today”

Sponsored by the California Maritime Infrastructure Authority (CMIA) and California Maritime Infrastructure Bank (CMIB)
(not a commercial bank)

May 23, 2012

10AM-2PM

Port of San Francisco’s Ferry Building

Program

CMIA and CMIB were created BY California’s ports and harbors FOR California’s ports and harbors to assist in maritime infrastructure financing needs.

- ***Welcome - Peter Grenell, Chair***
- ***Introduction - David Hull, Executive Director***
- ***History and Purpose – David Hull, Executive Director***
- ***CMIA’s Financing Tools – Doug Charchenko, CMIA/CMIB Financial Advisor***
- ***Examples of Past CMIA Financings – Brian Foss, CMIB Board member***
- ***Port of San Diego Real Estate Management in a Changing Waterfront - Jenner Smith, Real Estate – Port of San Diego***

Noon Break – Lunch Served

- **Discussion of participants financing needs**
- **How to utilize CMIA services**
- **Q&A**
- **Adjourn**

Frequently Asked Questions

Q. What is the history of the California Maritime Infrastructure Authority and Bank?

- A.** The California Maritime Infrastructure Bank (CMIB) was chartered by the California legislature as a non-profit corporation development investment (not commercial) bank to fill a void in on site and off site public, private or mixed use maritime related infrastructure improvements on public or private submerged lands, tidelands, uplands (e.g. dredged material disposal sites) and even inland (inland ports and multi-modal logistics centers).

CMIB is codified in the Harbors and Navigation Code of the State of California (Sections 6516.5 and 6571 of the Government Code and Part 1 (commencing with Section 1690) of Division 6).

Public agency port and harbor districts independently established a joint powers authority as a separate agency without risk or cost to members under State Law to oversee the Bank and to provide a mechanism for pooled financing of port and harbor infrastructure with projects to be screened and loans administered by the Bank on behalf of the Authority insulating it from financial liability.

This joint powers authority is the California Maritime Infrastructure Authority (CMIA) and was formed under Article 1 of Chapter 5 of Division 7 of Title 1 of the Government Code and Harbors and Navigation Code of the State of California and a joint exercise of powers agreement among the CMIA's members and invites port and harbor agency members.

Q. What projects has the Authority funded?

- A. The Authority has funded a channel deepening project for Humboldt Bay Harbor District; an electrical power generation plan for the Port of San Diego; a multi-purpose, Multi-tenant building and visitor complex for Santa Cruz Port District. The latter project also included small dock improvements and financing of an NGO tenant improvement within the harbor.

In total the Authority has provided over \$210,000,000 to the maritime industry.

Q. What Can Be Financed?

A.

- General port/marina improvements/capital projects (docks, wharves, terminals, on dock rail, security), Public, Private and mixed use maritime related improvements (e.g. America's Cup waterfront improvements, sports facilities, maritime research, aquaria, interpretive centers, etc)
- On site and off site on public or private submerged lands, tidelands, and uplands (even outside port district boundaries if maritime related and sponsored by Authority member (e.g. upland dredged material disposal sites)
- Dedicated public improvements (e.g. navigation projects, roads, bridges, marine terminal, inland port facilities)
- Port owned or leased improvements with public access or mixed use components
- Private activity improvements with member sponsorship
- Tenant specific improvements (restaurants, hotels, conference centers)

Q. Why use the Authority as opposed to other funding sources?

- A. The CMIA and the CMIB were founded as not for profit public entities dedicated for the purpose of providing funding for the maritime industry. The members of the Authority are all professionals in various maritime endeavors who volunteer their time to the CMIA. In its singular purpose the CMIA is able act quickly and positively for its clients. There are bond fees and managerial costs involved in any funding operation, but there are no profits in the CMIA enterprise. In short, the CMIA's mission is to provide timely, low cost funding to the industry.

**California Maritime Infrastructure Authority (CMIA)
Indication of Interest Application**

1. DATE SUBMITTED	2. DATE RECEIVED BY CMIA
3. LEGAL NAME OF APPLICANT	4. DATE ORGANIZED
5. MAILING ADDRESS OF APPLICANT (include city/county/state/zip code)	6. PRIMARY CONTACT INFORMATION NAME: TITLE: ADDRESS: TELEPHONE: FAX: E-MAIL: WEBSITE:
7. HOW DID YOU HEAR ABOUT THE CMIA	

8. PURPOSE AND DESCRIPTION OF EACH FACILITY OR PROJECT TO BE FINANCED	
	<p>Also include estimated timeline with start and completion dates, as well as estimated costs. For construction projects, provide the name of the construction company or developer completing the work. Please submit the names of the owner(s) of the facilities as well as the owner(s) of the improvements.</p>

APPLICANT CERTIFICATION

I, _____ (name of signatory) as _____ (name of position), an authorized officer of the _____ (name of applicant), certify that, to the best of my knowledge, the information contained in this application, including all attachments, is true and accurate.

I certify the project is consistent with existing local or regional comprehensive plans.

Signature: _____ Date: _____