

Comments received drove additional discussion and action items in advance of the Strategic Plan. The following matrix of comments received documents the nature and variety of comments, and the Strategic Plan development team’s response(s). Specific content edits within the Strategic Plan document were noted as Action Taken, as well as individual staff responses to the respondent or recommendations for further staff outreach to address the points made. Tactical and operational comments outside of the Strategic Plan’s intent or process were noted and referenced to other specific processes and/or actions (such as Port Master Plan, Traffic Management Study or other appropriate planning tool).

Comments By: Darren Kettle, Executive Director
Representing: Ventura County Transportation Commission
Comment Source: Email, July 13, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | Include a reference to the value of additional investment that could be made if Ventura County voters would pass a local transportation sales tax measure that could match federal and state freight movement dollars. | Region-wide transportation investments are critical and strategic objectives not only for the Port, but for all of Southern California. Leveraging opportunities to equitably administer federal and state dollars into these public infrastructures is a high priority. | Pg 12 key strategy: in addition to “support strategies that garner funding and financing opportunities working with the VCTC and other partners.” “Educate public about the value of important measures to leverage federal funding” |

Comments By: Laura Espinosa
Representing: self
Comment Source: Email, July 13, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | On Page 23, please include Service Employee International, SEIU 721, in “sustain high-caliber workforce and service | Noted and appreciated. SEIU 721 is a vital component of the Port’s organization and continued forward-looking success. | Included comment in final draft (page 21). |

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| 2 | <p>On Page 23, regarding working with community partners, please add that the Port will ensure grants and projects connected with community partners listed are inclusive of Santa Clara Valley communities of Santa Paula, Fillmore, and Piru.</p> | <p>We can broaden the list to include communities listed...although in Ventura County, the communities are not within the harbor district bounds</p> | <p>Broadened Key Strategies to include reference to support Ventura County transportation initiatives: "Support Ventura County transportation initiatives in all communities that strengthen the region's overall transportation network".</p> |
| 3 | <p>Addition of graphs or other methods of acknowledging the number of jobs created by communities in the region. (I do not know if such statistics are maintained but would be helpful to know in order to further evaluate the success of "job creation" by the Port.</p> | <p>Statistics reflected on page 8</p> | <p>Statistics are shared transparently via the Port of Hueneme website, Comprehensive Annual Financial Reports (CAFR), economic impact reports and news releases.</p> |
| 4 | <p>Noted that the widening of Highway 126 is a key transportation project priority. How is the Port involved and why is this a priority? An explanation will help solidify the goal as a priority for purposes of accountability to the public.</p> | <p>Inland goods movement is a critical function for the Port and region's economic and community development success. A resilient, efficient and functional highway system is essential.</p> | <p>Added sentence on page 15 to express why regional transportation projects benefit goods movement</p> |
| 5 | <p>Include visits and short presentations to city councils in impacted communities other than Oxnard and Port Hueneme in the Board's outreach plan.</p> | <p>Relationship building and effective communications are vital to the Port's success looking forward.</p> | <p>Port implementing outreach plan. The Public and Community Relations campaign is a significant component of the Port's strategy.</p> |

Comments By: Thomas E. Figg

Representing: Self (Member: Port Hueneme City Council; comments do not reflect the represented voice of the Council)

Comment Source: Letter, July 13, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | Underscore the overarching theme and top priority placed on fostering cooperative relations by and between the District, City and Navy resulting from the January Public Workshop. There are a number of places within the Draft Plan where this could be reiterated; most notably under "Strategic Partnerships" (page 5, 6, 23 and 24). | The relationship between the City, Navy and Port is essential to the region's economic and community welfare | Underscored relationships at each opportunity, including the pages referenced. |
| 2 | My second and related comment concerns the historical perspective and involvement of both the City and Navy in the development of the deep water harbor. While the Draft Plan discusses the early years of port construction, district formation and Navy occupation, it fails to acknowledge the City's role in fostering harbor growth in the years following WWII. | There is a longstanding relationship between the City and the Port, with a strong focus on redevelopment within the City of Port Hueneme. | Emphasized historical community support page 5 Redevelopment with the City post war. Acquisition agreements, negotiations with the navy, important redevelopment with the City of Port Hueneme. |
| 3 | Consider a broader discussion of the strategic partnerships and their historical underpinnings. In that regard, I offer the enclosed exhibit that gives a physical context to the role that the City has played. There are a number of places where this story can be told; most notably, under "About the Port of Hueneme" (page 7) and "Strategic Partnerships" (page 24). | Noted and appreciated. The City/Port relationship is a vital story historically and will continue to be an overall community building and economic development focus looking forward (aligned with other, similar comments) | Emphasized the story (page 5) and reinforce on page 24 |
| 4 | I suggest that reference be made to, and compliance with, local land use permitting processes and the California Environmental Quality Act as necessary elements in realizing the District's Vision. | These are very necessary processes that are paramount to and integrated within the District's development processes, as defined by the Harbors and Navigation Code and the Coastal Act. | Referenced within the narrative on page 5 |

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| 5 | <p>I'm unclear as to the Key Strategy listed on page 24 referencing " ... base access and egress ... " along with the graphic on page 16. In short, the City should be a collaborator in identifying truck routes. In that regard, I suggest that access through the Navy Base be considered via the Victoria Avenue Gate in place of Ventura Road and Channel Islands Boulevard as a "Contingency Corridor."</p> | <p>Objective here is to work with jurisdictional partners on common truck-related transportation issues.</p> | <p>Key strategies: page 13 to include: coordinate truck access/egress routes with NBVC and Cities of Port Hueneme and Oxnard Page 22, include "truck routes" on second to last bullet</p> |
| | | <p>Victoria Avenue Gate is the NBVC's commercial truck gate. The Contingency Corridor is the Port of Hueneme's secondary corridor (primary is Hueneme Rd).</p> | |

Comments By: Anson M Whitfield

Representing: self

Comment Source: Letter, June 30, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | <p>The Plan does not address two obstacles to the growth of the Port. These are the limited berths and backup land at the Port, and the provisions in Harbors and Navigation Code section 6075.</p> | <p>Port plan notes that the challenge of sustainable growth with limited infrastructure. Cite Harbor and Navigational Code in the Introduction. In Economic Vitality (page 4) port is constrained by water depth, infrastructure and needs to grow in a sustainable way. "Infrastructure" as a side document, concept plans are being developed to grow in a sustainable way.</p> | <p>Interview process identified constraints. Next steps are to develop implementation strategies for growth in the existing footprint and in the existing community context.</p> |
| 2 | <p>The Plan fails to focus on the fact that the District has five berths itself and limited use of an additional berth under the Navy Joint Use Agreement (JUA) and limited land to service these berths.' <i>(footnote): 1 While the Plan mentions "a fixed terminal area and limited adjacent expansion opportunities" (Page 9), it does not do so in any detail.</i></p> | <p>Defining the existing port facilities and assets is an important foundation for strategic context. The Joint Use Agreement provides an opportunity for additional commercially deployed assets.</p> | <p>Included more detailed port assets, including the number of berths on page 7</p> |

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| 3 | <p>The Plan does not mention or address the further obstacle in growth of the Port and the ability to increase its business created by the unique provisions in Harbors and Navigation Code section 6075.</p> | <p>Harbors and Navigation Code 6075 also provides procedural references for acquisition and development outside the district boundary. Business growth is not only related to physical expansion, but to efficiencies and cargo densification.</p> | <p>The Port is implementing recommendations from its Transportation Management Study (efficiency, safety and densification measures), and endeavors to seek proactive expansion opportunities either through PPP or other opportunities as described and required through the Harbors and Nav. Code, Coastal Act and other regulatory processes.</p> |
| 4 | <p>The Plan should address the means, if any, by which the District can overcome these obstacles to achieve the stated goal of business growth to the extent of acquisition of land by the District as needed to provide off-terminal support in addition to the Arcturus and Edison Drive properties owned by the District.</p> | <p>As a strategic plan, the purpose of the document is aspirational visioning. A Master Plan Update (Coastal Act, Chapters 8 and 3) provide this type of specific acquisition and development direction.</p> | <p>Pages 10-12 focus on terminal efficiency, off-terminal opportunities and overall capital investments (including expansion).</p> |
| 5 | <p>the Plan does not expressly set out exactly what the District needs to do, can do and will do, if anything, to retain its existing major customers, except for the reference to increasing the depth contiguous to certain berths to 40 feet MML W.</p> | <p>Pages 12-14 and 17 describe creating the environment to retain and grow existing customers, while attracting new.</p> | <p>Expanded language better illustrating the “Economic Vitality – Business Retention and Growth” section and its stated goal of “By bringing together business and government entities, the Port of Hueneme aims to retain and grow domestic and international trade and economic development through best-in-class support facilities, operations and services.”</p> |

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| 6 | <p>Where can the District obtain additional berths and land? With regard to the land, where is the land that can be acquired and is proposed to be acquired under the Plan? Will this land be acquired by purchase or by the exercise of the right of eminent domain? Does the District have the funds for the acquisition of such land and, if not, where will the funds for such acquisition be obtained? When will the efforts to do so be commenced including obtaining the consent of the cities, or, the county?</p> | <p>As a strategic plan, the purpose of the document is aspirational visioning. A Master Plan Update (Coastal Act, Chapters 8 and 3) provides this type of acquisition and capital development direction.</p> | <p>Reference document with the capital improvements look to maximize port capacity, safety and efficiency. The concepts address expansion and are intended to strengthen relationships, create an environment that incubates logistical efficiency and innovation, and grow economic development opportunities within its urban and natural community context. Page 12 references CIP and growth and expansion</p> |
| 7 | <p>The Plan should not just set forth goals, but the means for accomplishing each of those goals should be a part of the Plan to make it meaningful.</p> | <p>As a Strategic Plan, the main thrust is aspirational, outlining the long range strategic business and relational vision. Implementation tactics are more the realm of the Master Plan and CIP.</p> | <p>Key Strategies throughout the document outline initiatives and opportunities to support successful implementation of the long-range vision and goals.</p> |
| 8 | <p>Second, the Plan does not discuss in detail what needs to be done to repair, restore or replace the District's aging facilities, when and how this can be done together with the sources of funding to do so.</p> | <p>As a strategic plan, the purpose of the document is aspirational visioning. A Master Plan Update (Coastal Act, Chapters 8 and 3) provide this type of direction.</p> | <p>Page 14 provides an outline of strategic capital projects.</p> |
| 9 | <p>The Plan does not address any fiscal planning for the District to be able to build up its reserves or to fund its outstanding post-employment retirement benefits.</p> | <p>Page 14, 3rd bullet</p> | <p>Expanded language on page 12 to include the notion of "Fiscal Planning" Port is developing a strategic finance plan to support the Port's capital plan.</p> |

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| 10 | Fiscal planning should be an important part of the Plan with regard to the retention and growth of business, since funding is critical for the District to be able to achieve those goals. | Policy driver, not a strategic element. | Follow up outside of the Strategic Plan to address this issue. |
| 11 | Strategic planning under the 2020 Plan was also mentioned in the District's Comprehensive Annual Financial Report (CAFR) where it was stated that the 2020 Plan "would include identified new business opportunities", (Page 9). I did not see any new business opportunities identified in the 2020 Plan. | Page 12 and 14 address new business opportunities and trade partnerships without divulging specific details that may threaten the burgeoning relationships (potentially allowing other ports to utilize the Strategic Plan to 'appropriate' these opportunities") | Follow up outside of the Strategic Plan to address this issue. Business retention and growth is embedded throughout the Strategic Plan. |
| 12 | The Plan does not mention or discuss as a goal to export through the Port of local agricultural products or the steps the District should take to achieve this. | Discussed on page 4 and 11-12 | Retained the language on pages 2 and 10-11. Included Key Strategy "Increase local agricultural product exports". |
| 13 | Finally, it is disappointing that AECOM, the management staff, and the Commissioners did not seek the vast knowledge, experience and insight of former employees and Commissioners who were, and are, familiar not only with the Port of Hueneme, but with the maritime industry. These would include Bill Buenger, Anthony Taormina, Pete Wallace, Judy Cofer, Bob Harmuth, Chris Birkelo, and former Commissioner Ray Fosse, Stan Daily, Edward Millan who was also at the time the Port's executive director, and Jesse Ramirez. | All were invited to public workshops and hearings. Public notification via mailings, press releases and website created opportunities to coordinate meetings or offer direct comment. Public Workshops and Meetings also afforded opportunities for direct engagement (for example, Bill Buenger signed in and participated at the January 22 Public Workshop and also met with the CEO on July 7) | Continued discussions and opportunities for engagement are always invited by port staff. |

Comments By: Chaz Rogers,

Representing: Naval Base Ventura County CPL0

Comment Source: Executive Summary Memorandum, July 22, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | Pg. 2, paragraph 3: How many Navy berths and land does the current land use agreement allow for OHD? Does OHD plan to request additional berths or land use in the future? | Joint Use Agreement implications. | Key Strategy Support the Joint Use Agreement, continue to look for opportunities of mutual benefit. Page 13 and 22 address key strategies. |
| 2 | Pg. 4, paragraph 3: What is Environmental Policy 106? What is the policy intent? Recommend defining EP 106 on pg 4. | The Policy serves as a foundation for making certain the District's environmental policy is supported with clear principles and actionable ecological goals. | Clarified the description to better explain. Provided the Policy 106 to the Navy. |
| 3 | Pg. 5, paragraph 5: What is "KLH"? KLH is not defined until pg. 21, paragraph 1. Recommend defining the acronym on pg 5. You should always define the first reference of acronyms. | Keyhole Limpet Hemocyanin. A potent immune-Stimulating molecule used in active immunotherapies or therapeutic vaccines. | Defined per comment. |
| 4 | Pg. 5, paragraph 1: Recommend defining "MAST" acronym in first paragraph rather than the second paragraph. You should always define the first reference of acronyms. | Marine Advanced Systems & Technology. | Edited per comment |
| 5 | Pg. 6, paragraph 3: What is "specialized cargo"? | Niche cargoes that are not typical dry containerized goods, such as automobiles, fruit/perishables (refrigerated bulk or containers), project cargo (windmill components, over-dimensional/heavy goods, machinery), liquid bulk, etc. | Clarified with the Navy shortly after the comment was made. |

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| 6 | Pg. 7, paragraph 5: What are “project cargo military cargo” and what type of “liquid fertilizer” is handled? | Project cargo, utilizing the Joint Use Agreement: windmill components, over-dimensional/heavy goods, machinery; items not typically shipped via container. Liquid fertilizers/Chemicals: (Yara International) Calcium ammonium nitrate, ammonium nitrate, urea, urea ammonium nitrate solutions, ammonium sulfate and AdBlue DEF (non-toxic aqueous urea solution) | Clarified with the Navy shortly after the comment was made. |
| 7 | Pg. 9, paragraph 2: NBVC CPLO & ENV need to be included in all harbor deepening discussions. A meeting is scheduled for 10 Aug 15 with USACE and NBVC CPLO & ENV staff. | The Port looks forward to increased coordination and communication on all common capital development strategies and programs. | Clarified with the Navy shortly after the comment was made. |
| 8 | Pg. 10, Import/Export Activity analysis: According to the data provided 1,423,894 tonnage was imported/exported via the port in 2014. Of that, approximately 82% of handled cargo was imports and 18% exports. Primary imports included bananas which accounted for 55% of the total imports and autos accounted for 22%. The primary export was “General Cargo Imports” which the plan states is cargo not specified in the Port’s Tariff No. 7. What is Tariff No. 7? | Question answered in person (meeting between NBVC and Port). | Clarified with the Navy shortly after the comment was made. No further action needed |
| 9 | Pg. 11, paragraph 3: Remove the extra space in the sentence start with “It quickly became...” | Edit noted and appreciated | Edited per comment |
| 10 | Pg. 21, 9 th Key Strategy point: change “Explore <i>alternatives</i> means” to “Explore <i>alternative</i> means” | Edit noted and appreciated | Edited per comment |

Comments By: Len Mazella

Representing: WWL

Comment Source: Email, July 21, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | Use of John Deere in pics may need approval from Deere (we can help if needed) | Requested specific direction from WWL. | Edited image to remove John Deere branding |
| 2 | Prioritize investment in off port vehicle storage capacity over harbor deepening/water depth. Right now...port land capacity is blocking new business, not water depth. Vehicle storage capacity in general is highest priority. "In-port" first point of rest and/or "off-port" as a relief valve to create higher "in-port" first point of rest capacity to accommodate | There is an overall keen interest to make the limited port footprint as efficient as possible; while looking for off-port opportunities to further enhance the port's terminal capabilities. | Key Strategies, pages 10 and 12 emphasize off-port opportunities and elevating on-port capacity |
| 3 | Conduct a "one on one" review with existing major port stakeholders (WWL-PVP have not been engaged in a one on one discussion regarding the plan) | Additional one on one discussions have been scheduled (met with WWL on July 29, 2015) | Port is working directly with customers regarding market competitiveness and forecasts. This is part of the business retention strategy. |

Comments By: Glen McCarter, George Mohun, Brian Master, Tom Switt, Michael Morrison , Richard Danglo

Representing: Harbormasters (combined comments)

Comment Source: Email June 22, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | End on-site storage of empty reefer containers at Port Hueneme. Induce participation in removal by raising rates (may be subject to FMC tariff revision) or offer comparable off-site storage maybe at the Arcturus yard where they have a reach stacker, to free up much need space | There is an overall keen interest to make the limited port footprint as efficient as possible while looking for off-port opportunities to further enhance the port's terminal capabilities. Throughout the Strategic Plan, key strategies and discussion illustrates the demands for space and an efficient, safe and highly | Tariff amendments are in process. |

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| | | utilized marine terminal infrastructure system. | |
| 2 | Increase automotive and high heavy capacity by removing containers from the "570" lot AND removing, or modifying the Mazda Highway – which is barely used on occasion. | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings |
| 3 | Safety and Security: Either grant the authority to Harbormasters to issue TRUE citations, or induce involvement with Hueneme PD for enforcement with a greater presence on the port facility at peak hours. | Comment well taken. Well noted. | To be addressed in the POG meetings and Traffic Management Study. |
| 4 | Maybe there would be a win/win situation if repairs were made to the cool facility and attract some of the fruit logistics operations (53' trucks) further down, thus reducing congestion during peak hours. | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
| 5 | Put the emphasis on the community | Agreed and noted. Community outreach, partnerships and relationship building is a key message throughout the Strategic Plan | Emphasized the community relationships/partnerships throughout the document. |
| 6 | There doesn't appear to be a whole lot mentioned in the plan about the improvement of port security | Discussed on pages 5, 22 and 23 | Emphasized security in Key Strategies, page 13. |
| 7 | The one thing I worry about is the security side of the port but that's all .issue for all business in these times. | Discussed on pages 5, 22 and 23 | Emphasized security in Key Strategies, page 13. |
| 8 | Bring the City of Port Hueneme into the strategic plan | Relationship building and coordination with the City of Port Hueneme is a priority for the Port and central to its outreach efforts. | Port Hueneme comments and participation received and incorporated |
| 9 | Make the railroad a viable option | Described within the page 15 discussion | Emphasized in Key Strategies, page 13 |

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| 10 | Breakbulk phasing into containers | Described within the page 14 discussion | Accommodating and embracing the containerization of breakbulk cargoes a key strategy |
| 11 | RoRo parking structure with 2-4 levels | Vehicle structure is a component of the long-range development scenarios (to increase available terminal area and create additional automobile/project cargo opportunities) | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings |
| 12 | Harbor deepening | Discussed on page 9, 15 and 16 | Project is underway, deepening to 40-feet. Carried in key strategies and strategic plan narrative. |
| 13 | Large Load access gate | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
| 14 | ILWU Surfside Access/fence hall | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
| 15 | Plan for sea-level rise | Sea Level Rise and logistical resiliency a component of the Port Environmental Framework. Will elevate to specific language within the plan. | Incorporated in "Environment" pages 17-18. |

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| 16 | Disaster preparedness; earthquake, tsunami and terrorist attack, fire, ship sinking, social unrest, etc. | Logistical resiliency and preparedness is a component of MAST. Will elevate to specific language within the plan. | Discussed resiliency in “innovation and Technology” pages 19-20 |
| 17 | Move ILWU outside the gate | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
| 18 | Eliminate Refrigerated Warehouse, the future of shipping is not breakbulk but rather containers. Stack reefer boxes. | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
| 19 | Open the gate next to admin building (Clara) | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
| 20 | Raised level parking structures increase RoRo capabilities | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
| 21 | Improve vessel traffic systems with increased ship traffic, the safety of the fairway, surrounding areas and anchorage will be greatly increased. | Comment well taken. Well noted. | Discussed in the MAST section (page 22). Added Key Strategy |

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| 22 | Space assignments: customers adhere to the free time. Space = money | Comment well taken. Well noted. | Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. |
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Comments By: John O'Donnell

Representing: MMODC

Comment Source: Email, July 13, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | Be prepared to offer examples of "targeted audiences" on page 4 (business, community and internal partners | Port staff is prepared to offer examples | Launching the Community and Public Relations Campaign. |
| 2 | "KLH" p. 5 a name for kelp? | Keyhole Limpet Hemocyanin (KLH) is a vitally important pharmaceutical protein. | Defined at first reference |
| 3 | Sounds better to say "including sponsoring and hosting the annual banana festival | Agreed | Edited per comment |
| 4 | Under "VISION" on page 7 what does having the Port be "self-supporting" mean? | Means, we do not support our operations by taxing. We are public but operate like a private corporation as we support ourselves through revenues from our commercial activities and not through taxes. | Defined per Port response |
| 5 | P.7 Metropolitan area just a question does this mean LA/Ventura County areas or Oxnard, Camarillo, Thousand Oaks or all the forgoing? | All of them-Ventura County, Greater Los Angeles Area. For example, bananas moved via the Port are consumed locally as well as in the rest of CA and West Coast (and all the way to Canada in fact). | Expanded to reference Port response |
| 6 | P.8 Is the \$69 million in state and local taxes an annual number? Think it is important to state that if it is the case. | Agreed, this detail should be stated directly | Noted, page 6 |

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| 7 | <p>P. 12 Good statement of key strategies. What does reducing risk to NBVC and Port mean? I assume to NBVC it means protection from BRAC and encroachment and to POH, what it takes in real estate and cooperation to be competitive.</p> | <p>Reducing risks of running out of space for current and future customers will be accomplished via expanding the flexibility of the joint use area with the Navy through the navy out lease program. This will also be seen as increasing the importance of the Navy Out Lease Program for the Navy (more revenues for the Navy too) and the Port- increased cooperation btw commercial Port and Naval Base to reduce risk to join customers. Example here would be GAPS - customer of the Port and the Naval Base.</p> | <p>Clarified the language on page 10.</p> |
| 8 | <p>P. 16 Excellent to identify transportation projects. Public might want to have as many details as possible to satisfy NIMBY anxieties.</p> | <p>Port provides significant outreach through its website, electronic communications, press releases and participation at various community/public forums related to transportation issues and processes.</p> | <p>Reference document with the capital improvements look to maximize port capacity, safety and efficiency. Operational issues are addressed in the Traffic Management Study and at POG meetings. Off port development will be worked out with the City.</p> |

Comments By: Elizabeth Warren, GLS

Representing: Future Ports

Comment Source: Email, August 19, 2015

| No. | Comment Made | Response | Action Taken |
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| 1 | <p>(Board of Directors and Legislative Committee members) were impressed with the document</p> | <p>Noted and appreciated</p> | <p>None</p> |
| 2 | <p>Nothing new or constructive to add</p> | <p>Noted</p> | <p>None</p> |

Comments By: Staff/General Comments not prescribed
Representing: PoH (various comments)

| No. | Comment Made | Response | Action Taken |
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| 1 | Add educational partners in Key strategies | Global Trade & Logistics OUHSD California Lutheran University Exploring Opportunities with CSUCI | Reflected on page 21 |
| 2 | Pull the President's message | Use as a standalone document to roll out the plan | Use as an intro on the website, can be changed with each new president |
| 3 | Page 16 (Bill Bunger, representing self, in conversation with Kristin Decas, CEO) strange to list the projects. Think about 'Support other highway projects that support goods movement in Ventura County'. | A comprehensive and resilient regional transportation network is vital to the Port's current and future success | Expanded comment on page 13 |
| 4 | From JLUS Meeting : Align Port plan with JLU Study, support implementation of the JLU Study | Plan coordination and proactive communications are a critical component of the Strategic Plan | Used as a Key Strategy, page 13 |
| 5 | In Key Strategies: group by theme | Grouping the key strategies will support document readability and user 'friendliness' | Organized key strategies by theme/group logically |