

**RECLAMATION DISTRICT NO. 1601
TWITCHELL ISLAND
BOARD OF TRUSTEES MEETING
TUESDAY, APRIL 19, 2022
9:00 AM
ENGINEER'S REPORT**

I. PROJECT FUNDING AGREEMENT TW – 21 - 1.0 TIMES PROJECT

- A. Review overlay of the District's ultimate levee standard along Sevenmile Slough together with a twenty foot (20') levee setback from toe for DWR's proposed mitigation area.

EXHIBIT A: Levee cross-sections from Ducks Unlimited overlain by RD 1601's levee standard and offset polyline.

II. DISTRICTS DRAINAGE PUMP STATIONS

- A. Review the latest round of free fill placement along the north south C1 Canal eastern bank.

EXHIBIT B: Email correspondence with KSN Inc. and Golden State Trucking Services the week of April 4th - 8th.

- B. Review status to replace motor on Pump No 2.

EXHIBIT C: Email correspondence from KSN Inc. with Moorman Pump Company dated 4/14/22.

III. DEMONSTRATION INVESTIGATION STUDY AT SEVENMILE SLOUGH

- A. Review request of California State Parks to perform a study of elderberry bushes along the Sevenmile Slough on the waterside slope of the District's levee.
- B. This study will include conducting herbicide treatments, conducting vegetation measurements, and conducting water quality collection. In addition, State Parks will be installing some PVC within the assigned plots in the waterway for their experiment as well.

EXHIBIT D: Literature associated with the demonstration investigation.

IV. COMMERCIAL ABANDONED AND DERELICT VESSEL REMOVAL IMPLEMENTATION PROGRAM - LEGISLATION BY SENATOR EGGMAN (SB 1065)

- A. Review and seek endorsement of proposed legislation by Senator Susan Eggman for the removal of abandon commercial and derelict vessels out of the Sacramento San Joaquin Delta.

EXHIBIT E: Copy of Senate Bill 1065, associated literature and suggested endorsement letter.

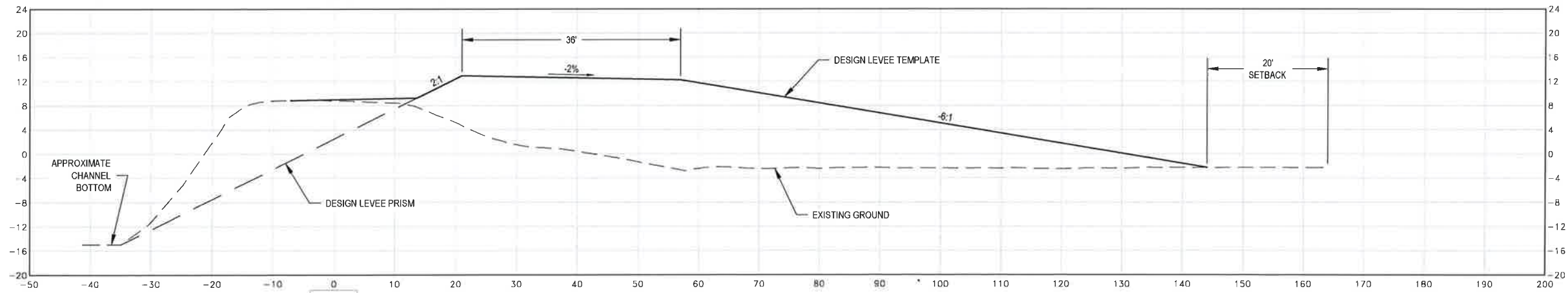
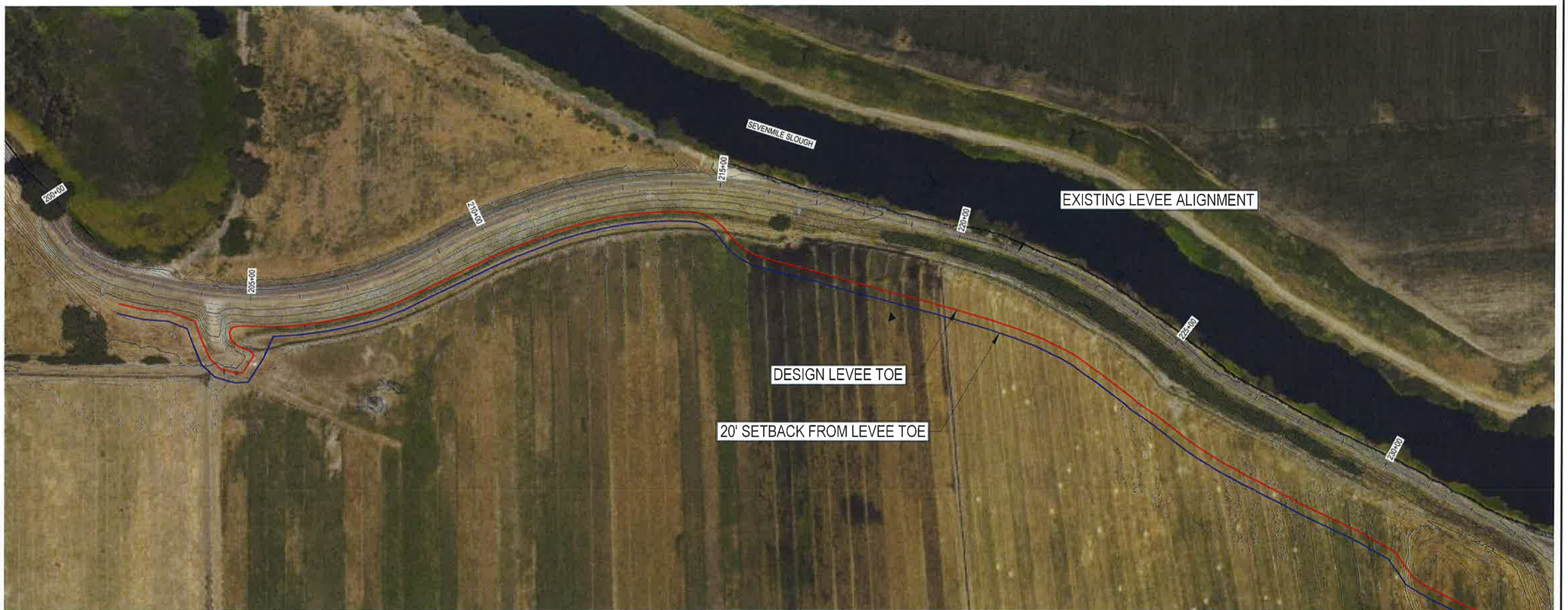
V. SUMMARY OF DELTA ITEMS ADDRESSED IN MARCH OF 2022 FROM RIVER DELTA CONSULTING

- A. Review summary of Delta items addressed in March of 2022 from River Delta Consulting, Gilbert Cosio.

EXHIBIT F: Copy of Summary of Delta Items dated April 11, 2022.

Exhibit A

FILE SPEC: P:\1110_Twitchell_Island\1010_Mitigation_&_Enhancement_Site (TIMES)\2022\08_Civil\400_Plans\020_CAD\Exhibits\Exh_Sevenmile_Slough_TIMES.dwg
 PLOT DATE: Apr 13, 2022 3:46pm



SECTION 1
SCALE: 1" = 10'

©CNES (2022) Distribution Airbus DS

 NORTH ORIENTATION	 KJELDEN SINNOCK NEUDECK CIVIL ENGINEERS & LAND SURVEYORS www.ksninc.com	711 N. Pershing Avenue Stockton, CA 95203 209-946-0268 1550 Harbor Blvd., Suite 212 West Sacramento, CA 95691 916-403-5900	RECLAMATION DISTRICT NO. 1601 TWITCHELL ISLAND SEVENMILE SLOUGH LEVEE DESIGN ADJACENT TO TIMES PROJECT		DRAWING SCALE 1" = 100'	EXHIBIT NO. 1
			ORIGINAL DRAWING SCALE 0 1/2" 1"	PAGE NO. 1		

Exhibit B

Christopher H. Neudeck

From: Richard E. Toy
Sent: Friday, April 8, 2022 9:15 AM
To: Ken Opena
Cc: rd1601@frontiernet.net; Sukhwinder Seniaray; Christopher H. Neudeck
Subject: Re: Twitchell Island, Re: Berkeley Project

How do we know the limits of the acceptable material? The report that you referenced had chemical results exceeding the EPA Tier 1 limits. If you can have an engineer provide a letter specifying that the materials comply to the EPA Tier 1 limits for soil fill material, you may haul it to Twitchell Island.

-Rick

Sent from my iPhone

On Apr 8, 2022, at 8:59 AM, Ken Opena <ken@goldenstate.company> wrote:

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Rick,

Good morning. Please note that the impacted areas were already taken to an approved landfill. Let me know if would consider and what additional information you need so we can proceed with the approval process. Thank you.

Ken Opena | Golden State Trucking Services, Inc. **DBE, MBE, SB, SB-PW** | Cell: 650-888-2081 | Ph: 510-778-2300 | Fax: 510-400-6007 | Mail: PO Box 1751, Union City, CA 94587 | Office: 24301 Southland Drive, Suite 424, Hayward, CA 94545

On Fri, Apr 8, 2022 at 7:56 AM Richard E. Toy <rtoy@ksninc.com> wrote:

Ken,

I spot checked the test reports and found that the arsenic levels are too high. The material does not meet the Tier 1 ESL levels.

-Rick

KSN inc. **KJELDSEN SINNOCK NEUDECK**
CIVIL ENGINEERS & LAND SURVEYORS

Richard E. Toy
Project Manager/Senior Inspector

711 N. Pershing Avenue Stockton CA 95203
p 209 946-0268 f 209 649-0296 m 209 747-1536
rtoy@ksninc.com www.ksninc.com

The trusted firm for delivering the right solution for our clients' needs.

From: Ken Opena <ken@goldenstate.company>
Sent: Thursday, April 7, 2022 8:14 AM
To: Richard E. Toy <rtoy@ksninc.com>
Cc: rd1601@frontiernet.net; Sukhwinder Seniaray <inder@goldenstate.company>
Subject: Re: Twitchell Island, Re: Berkeley Project

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Hello Rick,

Good morning. Samples RPS-03, 04, 26 and DTSC+ 01 A-D are the only samples that will be off hauled. Would you please check again? Thank you.

Ken Opena | Golden State Trucking Services, Inc. **DBE, MBE, SB, SB-PW** | Cell: 650-888-2081 | Ph: 510-778-2300 | Fax: 510-400-6007 | Mail: PO Box 1751, Union City, CA 94587 | Office: 24301 Southland Drive, Suite 424, Hayward, CA 94545

On Thu, Apr 7, 2022 at 8:09 AM Richard E. Toy <rtoy@ksninc.com> wrote:

Ken,

I was finally able to download one of the reports. Based on a limited review of the report, there are some chemical elements that do not meet the Tier 1 ESL requirements. Therefore, this material will not be approved for use at Twitchell Island.

-Rick



Richard E. Toy
Project Manager/Senior Inspector

711 N. Pershing Avenue Stockton CA 95203
p 209 946-0268 f 209 649-0296 m 209 747-1536
rtoy@ksninc.com www.ksninc.com



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right solution for our clients' needs.

From: Ken Opena <ken@goldenstate.company>
Sent: Tuesday, April 5, 2022 4:38 PM
To: rd1601@frontiernet.net
Cc: Richard E. Toy <rtoy@ksninc.com>; Sukhwinder Senioray <inder@goldenstate.company>
Subject: Twitchell Island, Re: Berkeley Project

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Hello Rick,

Good afternoon. Nice talking to you. As discussed, We have an upcoming project with approximately 20,000 CY. See attached report. Are you able to receive this material? If so, let me know if this is approved.

Please note that impacted areas were already off hauled to an approved landfill.

So, all materials that will be hauled to your site will be clean. Thanks.

Thanks.

_UCB Hellen Diller Lab Data.pdfError! Filename not specified.

Ken Opena | Golden State Trucking Services, Inc. **DBE, MBE, SB, SB-PW** | Cell: 650-888-2081 | Ph: 510-778-2300 | Fax: 510-400-6007 | Mail: PO Box 1751, Union City, CA 94587 | Office: 24301 Southland Drive, Suite 424, Hayward, CA 94545

Exhibit C

Dave C. Carr

From: Dave C. Carr
Sent: Thursday, April 14, 2022 1:00 PM
To: Gregory Moorman
Cc: Barry Sgarrella; Christopher H. Neudeck
Subject: Twitchell Pump Station Pump No. 02 Replacement
Attachments: 4019_001.pdf

Greg,

Please see attached marked up quote per our conversation this morning. This marked up quote gives you the approval to order motor adapter plate, new head shaft with nut and keyway, and the 125 HP 460-volt soft start pump panel.

Please provide a separate quote for approval for the restoration, prep work and coating for the column assembly following retrofit of the motor adapter plate and screen retrofit as necessary. I don't believe the screen fabrication and fitment to column assembly is considered in the most recent quotes, if not, please include this cost. Scope of work proposed for the column assembly restoration is as follows:

1. Power tool clean exterior of column assembly using industry standard:
 - a. Definition: Power tool cleaning is a method of preparing steel surfaces by the use of power-assisted hand tools. A power tool cleaned surface, when viewed without magnification, shall be free of visible deposits of oil and grease and shall be free of all loose mill scale, loose rust, loose paint, and other loose detrimental foreign matter.
2. Weld up to 75 deep corroded spots on the column assembly (areas below high-water mark) where they are smaller than a dime, grind smooth to a surface acceptable to the below coating system selected.
3. Coat exterior of column assembly with a high-quality epoxy coating, white in color, after all retrofit and fabrication.

KSN was working with Control Point Engineering on the ability to place a soft starter into the existing motor control center. Based on the cost of this unit and availability, it is not feasible to stay on schedule and budget and therefore, the reason it is going to be placed in a separate cabinet per your previous planning and quote.

We will be assisting you with the motor control center electrical portion of the project, including working out the details of upgrading the existing conductor and breaker needed to accept the new work and the district on any solar connections.

Thank you for your continued patience while we work through the process of pump 2 replacement.

Dave Carr

Proposal



2120 WILCOX RD.
STOCKTON, CA 95215
Phone: 931-3210
Fax: (209) 931-1243
CONTRACTORS LIC. # 468816

WELL DRILLING
PUMP SALES • SERVICE • INSTALLATION
SPRINKLER SYSTEMS
WATER TREATMENT EQUIPMENT
moormanswater@sbcglobal.net

Rec District 1601 - Twitchell Island
C/O Jack Wilbur
711 N Pershing Ave
Stockton, CA 95203

209-481-8571
Job Location: 1601 Twitchell Island Road

- ~~1~~ New GE 125 HP hollow shaft motor 900 RPM, 460 volt 3 phase
- X 1 Motor adapter plate, (old motor to new motor fit)
- X 1 New head shaft with nut and key way
- X 1 125 Horsepower 460 volt soft start pump panel
- ~~1~~ misc electrical

~~LABOR: Move desk & plywood West, to other side of the vent, install new soft start pump panel (when crane is on site setting the pump/motor), run conduit & wire from the existing pump panel breaker, to new soft start panel, mount where disk is currently, run new wire from soft start panel to motor, start up & check rotation, check shafts and bearings for straightness, prep assembly, reassemble pump, installation with prevailing wage labor, suction screen adaptations, load up, mobilize~~

Lump sum price with materials, sales tax, labor, machine work, 5 hours crane fee and freight..... \$55,000.00

← REVISE AS NECESSARY

We Propose hereby to furnish material and labor -- complete in accordance with above specifications, for the sum of: As above
Net 20 days from the date of the invoice.
Subject to credit approval

A FINANCE CHARGE OF 1-1/2% PER MONTH WILL BE CHARGED ON ALL PAST DUE ACCOUNTS, WHICH IS AN ANNUAL PERCENTAGE RATE OF 18%.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra cost will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Authorized Signature

Note: This proposal may be withdrawn by us if not accepted within 30 days

Acceptance of Proposal The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above. Collection cost for unpaid balance to be the customers responsibility. Equipment rights and access retained until paid in full.

SEE REVERSE SIDE FOR ADDITIONAL TERMS & CONDITIONS

Signature

Date of Acceptance _____

Signature *per district on 3/15/22*

Exhibit D

From: jbarton@gallerybartonlaw.com
Subject: RE: Demonstration Investigation Study at
Sevenmile Slough
Date: Apr 5, 2022 at 6:17:15 AM
To: Barry Sgarrella barry@solagra.com, Christopher H.
Neudeck cneudeck@ksninc.com, Carter, Linda
rd1601@frontiernet.net,
Jose.Martinez@parks.ca.gov
Cc: Mercado, Juan@DWR Juan.Mercado@water.ca.gov,
Hogan, Jennifer@DWR
Jennifer.Hogan@water.ca.gov

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Martinez:

Your email message was forwarded to me for review. I represent Reclamation District 1601 and it appears that your work may include needing access to, or may impact, the District's levees. If true, then I plan on adding your study to the District's April 19, 2022, agenda. If you are available, it would be helpful if you could attend the meeting and tell the Board about your study and answer any questions the Board may have. The meeting starts at 9am and occurs in Isleton. If the study involves the District's levees, the Board may ask you to acquire an encroachment permit from the District.

Let me know if you have questions.

Jesse W. Barton
Gallery & Barton, APLC
1112 I Street, Suite 240
Sacramento, CA 95814
T: (916) 444-2880
F: (916) 444-6915
*** ATTENTION ***

The information contained in this message may be legally privileged and confidential. It is intended to be read only by the individual or entity to whom it is addressed or by their designee. If the reader of this message is not the intended recipient, you are on notice that any distribution of this message, in any form, is strictly prohibited. If you

have received this message in error, please immediately notify the sender by telephone and delete or destroy any copy of this message.

From: Mercado, Juan@DWR <Juan.Mercado@water.ca.gov>
Sent: Monday, April 4, 2022 1:23 PM
To: Hogan, Jennifer@DWR <Jennifer.Hogan@water.ca.gov>; Martinez, Jose@Parks <Jose.Martinez@parks.ca.gov>; rick carter <rd1601@frontiernet.net>
Cc: Cane, Michael@Parks <Michael.Cane@parks.ca.gov>; Kwong, Michael@Parks <Michael.Kwong@parks.ca.gov>; Caudill, Jeffrey@Parks <Jeffrey.Caudill@parks.ca.gov>; Kimball, Kacy@DWR <Kacy.Kimball@water.ca.gov>; Christopher H. Neudeck <cneudeck@ksninc.com>
Subject: RE: Demonstration Investigation Study at Sevenmile Slough

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Hello Jose,

I don't see any problems with your work from a DWR- right of way perspective. When will your study be conducted?

From: Hogan, Jennifer@DWR <Jennifer.Hogan@water.ca.gov>
Sent: Monday, April 4, 2022 12:06 PM
To: Martinez, Jose@Parks <Jose.Martinez@parks.ca.gov>; rick carter <rd1601@frontiernet.net>; Mercado, Juan@DWR <Juan.Mercado@water.ca.gov>
Cc: Cane, Michael@Parks <Michael.Cane@parks.ca.gov>; Kwong, Michael@Parks <Michael.Kwong@parks.ca.gov>; Caudill,

Jeffrey@Parks <Jeffrey.Caudill@parks.ca.gov>

Subject: RE: Demonstration Investigation Study at Sevenmile Slough

Perfect! Thanks for this.

From: Martinez, Jose@Parks <Jose.Martinez@parks.ca.gov>

Sent: Monday, April 4, 2022 12:04 PM

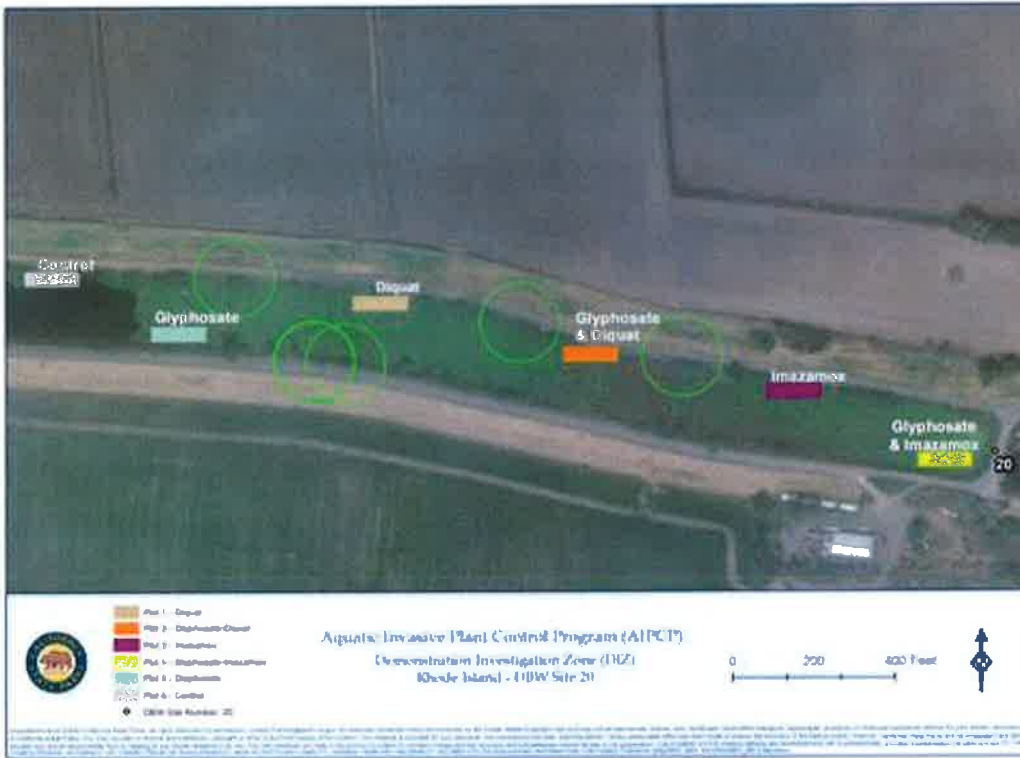
To: Hogan, Jennifer@DWR <Jennifer.Hogan@water.ca.gov>; rick carter <rd1601@frontiernet.net>; Mercado, Juan@DWR <Juan.Mercado@water.ca.gov>

Cc: Cane, Michael@Parks <Michael.Cane@parks.ca.gov>; Kwong, Michael@Parks <Michael.Kwong@parks.ca.gov>; Caudill, Jeffrey@Parks <Jeffrey.Caudill@parks.ca.gov>

Subject: RE: Demonstration Investigation Study at Sevenmile Slough

Hi Jennifer,

Thanks again, please see the picture below for the study area.



For the area where we will use as a control for the elderberry shrub surveys, you can find it below.



Please let me know if you have any questions or comments.

Thanks,

Jose M. Martinez

Environmental Scientist | California State Parks
715 P Street, Floor 12, Sacramento, CA 95814-6400
916.217.0915 | Jose.Martinez@parks.ca.gov



From: Hogan, Jennifer@DWR <Jennifer.Hogan@water.ca.gov>
Sent: Monday, April 4, 2022 11:58 AM
To: Martinez, Jose@Parks <Jose.Martinez@parks.ca.gov>; rick carter <rd1601@frontiernet.net>; Mercado, Juan@DWR <Juan.Mercado@water.ca.gov>
Cc: Cane, Michael@Parks <Michael.Cane@parks.ca.gov>; Kwong, Michael@Parks <Michael.Kwong@parks.ca.gov>; Caudill, Jeffrey@Parks <Jeffrey.Caudill@parks.ca.gov>
Subject: RE: Demonstration Investigation Study at Sevenmile Slough

Hi Jose,

I am ok with you using the existing elderberry shrubs as a control for your study. Would you please send a Google map image or something similar (again?) to show where Study Site 20 is along Sevenmile Slough? That would be helpful to better remind us where you are working.

Thanks, Jennifer

From: Martinez, Jose@Parks <Jose.Martinez@parks.ca.gov>
Sent: Monday, April 4, 2022 11:46 AM
To: Hogan, Jennifer@DWR <Jennifer.Hogan@water.ca.gov>; rick carter <rd1601@frontiernet.net>; Mercado, Juan@DWR <Juan.Mercado@water.ca.gov>
Cc: Cane, Michael@Parks <Michael.Cane@parks.ca.gov>; Kwong, Michael@Parks <Michael.Kwong@parks.ca.gov>; Caudill, Jeffrey@Parks <Jeffrey.Caudill@parks.ca.gov>
Subject: Demonstration Investigation Study at Sevenmile Slough

Good Morning Jennifer Hogan, Rick Carter and Juan Mercado:

I hope you are all doing well. The reason I am writing to you is because we are going to be conducting a study inside site 20. This study will include conducting herbicide treatments, conducting vegetation measurements, and conducting water quality collection. In addition, we will be installing some PVC within assigned plots in the waterway for our experiment as well. Please let me know if you have any questions or comments or if you would like to discuss it a little further. You can reach me at [916-217-0915](tel:916-217-0915).

Jennifer: we would like to conduct elderberry surveys within your property as a control, since all of those shrubs are outside our treatment area. Please let me know if we have your permission to do this.

Please don't hesitate to reach out to me if you have any questions or comments.

Kind Regards,

Jose M. Martinez

Environmental Scientist | California State Parks
715 P Street, Floor 12, Sacramento, CA 95814-6400
916.217.0915 | Jose.Martinez@parks.ca.gov



Exhibit E

From: Tessa K. Marlow tmarlow@ksninc.com
Subject: FW: RD 1601 - Letter of Support for SB 1065
Date: Apr 12, 2022 at 8:53:33 AM
To: Christopher H. Neudeck cneudeck@ksninc.com

From: Tessa K. Marlow
Sent: Wednesday, April 6, 2022 9:56 AM
To: Juan Mercado (juanmercadojr@hotmail.com) <juanmercadojr@hotmail.com>
Cc: jbarton@gallerybartonlaw.com
Subject: RD 1601 - Letter of Support for SB 1065

Good morning,

We are asking if you would join us in writing a letter of support (template attached) for SB 1065 from Senator Eggman; please include letter of support before the Board as soon as is convenient to support.

Existing law authorizes the State Lands Commission to take immediate action to remove, from areas under its jurisdiction, a vessel that is left unattended and is moored, docked, beached, or made fast to land in a position as to obstruct the normal movement of traffic or in a condition as to create a hazard to navigation, other vessels using a waterway or the property of another.

Senator Eggman has proposed SB 1065. This Bill would establish the California Abandoned and Derelict Commercial Vessel Program within the Natural Resources Agency, to be administered by the commission, to bring federal, state, and local agencies together to identify, prioritize, and upon appropriate by the Legislature, fund the removal of abandoned and derelict commercial vessels from waters of the state, as defined. The Bill would require the Commission, as part of the Program, to create an inventory of abandoned and derelict commercial vessels on the Waters of the State, as provided, and develop a plan to prevent or reduce these abandoned and derelict commercial vessels.

Please see attachments for more information on SB 1065.

Thank you!

SB 1065: Commercial Abandoned and Derelict Vessel Program

What is SB 1065?
SB 1065 will help keep our waterways



clean, safe, and address the harm that commercial abandoned and derelict vessels (CADV) cause by creating a statewide program to fund the inventory, removal, and destruction of these vessels, as well as a Coordinating Council to provide program oversight of federal, state and local agencies coordination of removal efforts.



Why is SB 1065 necessary?

Unlike recreational vessels, such as ski, fishing and houseboats, a statewide program does not exist to fund the removal and destruction of CADVs. State and local agencies have to rely on cooperation by vessel owners, lengthy legal approaches and limited federal actions.

The limitations and disjointed federal, state and local authorities and responsibilities coupled with no ongoing funding is a significant impediment to addressing this problem.



If passed, what will SB 1065 do?

California will be a national leader on removing CADV hazards. SB 1065 will reduce the pollution, navigation, and health threats of CADVs by funding their removal and destruction, and providing operational support and policy guidance to make real progress toward cleaning up California's waterways.

What are CADVs?

Former WWII era and other military craft, derrick barges, tugboats and other commercial vessels strewn throughout the Sacramento-San Joaquin Delta and other California waterways are broken down, rusted out, sinking, sunk or at risk of sinking, creating pollution and navigation hazards.

CADVs contain hazardous materials that leach into the water creating environmental and health dangers including:

- Petroleum products
- Solvents
- Asbestos-containing materials
- PCBs
- Copper and lead based paints
- Batteries

SACRAMENTO COUNTY GOVERNMENTAL RELATIONS & LEGISLATIVE OFFICE

CONTACT: NATASHA DRANE | DRANEN@SACCOUNTY.GOV | (916) 874-4627



SB 1065 (E...r Letter.pdf
657 KB



SB 1065 Bill...duced.pdf
289 KB



Eggman's...t Sheet.pdf
424 KB



Sample Lett...gman).docx
17 KB



Sample Lett...D1601.docx
17 KB

Governmental Relations &
Legislative Officer
Natasha M. Drane



County of Sacramento

Board of Supervisors
Phillip R. Serna, District 1
Patrick Kennedy, District 2
Rich Desmond, District 3
Sue Frost, District 4
Don Nottoli, District 5

March 3, 2022

The Honorable Susan Talamantes Eggman
State Senate
State Capitol, Room 4052
Sacramento, CA 95814

**RE: SB 1065 (Eggman) Abandoned and Derelict Commercial Vessels
Sponsor/Support – (Hearing Scheduled: March 22, 2022)**

Dear Senator Talamantes Eggman:

On behalf of the County Board of Supervisors, I write in sponsorship of your SB 1065. This bill will help keep our waterways clean, safe and address the harm that commercial abandoned and derelict vessels (CADV) cause by creating a statewide program to fund the inventory, removal and destruction of these vessels as well as a Coordinating Council to provide program oversight and coordination of removal efforts.

Types of Vessels and Hazards: Former WWII era and other military craft, derrick barges, tug boats and other commercial vessels strewn throughout the Sacramento-San Joaquin Delta (Delta) and other California waterways are broken down, rusted out, sinking, sunk or at risk of sinking, creating pollution and navigation hazards. Many of these vessels contain high levels of hazardous materials from their construction or use, including solvents, asbestos-containing materials, polychlorinated biphenyls or PCBs, lead and copper based paint, batteries, and petroleum products, such as fuel, oil, oily waste, hydraulic fluid, and grease. These pollutants leach into the waterway creating potential water quality and health hazards.

Pervasive Problem with Few Resources: The Delta encompasses the Counties of Sacramento, Yolo, Solano, Contra Costa and San Joaquin. The Sacramento portion is littered with roughly 35 abandoned and derelict commercial vessels. A 2017 Department of Fish and Wildlife aerial survey of the entire Delta identified 55 commercial vessels and estimated a removal cost of about \$34 million. While the Delta has a high concentration of these vessels, it is not the only waterway plagued by this problem. To name a few, the San Francisco Bay, Oakland Estuary, Richardson Bay, Long Beach, San Diego and Bodega Bay also have commercial abandoned and derelict vessels that remain unaddressed.

March 3, 2022

SB 1065 (Eggman). Abandoned and Derelict Commercial Vessels

Page 2 of 3

The State Lands Commission received a one-time State General Fund allocation of \$12 million in FY 2021-22 to remove CADVs in the Delta. This commitment of funds is a great step toward removing these hazards but the size and enormity of the problem requires ongoing funding, operational support and policy guidance to make real progress toward cleaning up California's waterways.

Unlike Recreational Vessels, No Commercial Vessel Program Exists and there is limited Authorities for CADV Removal and Disposal: Unlike recreational vessels, such as ski, fishing and house boats, a statewide program does not exist to fund the removal and destruction of commercial abandoned and derelict vessels.

State and local agencies have to rely on cooperation by vessel owners, lengthy legal approaches such as trespass and nuisance abatement actions, and limited federal actions to address CADVs.

The U.S. Coast Guard (USCG) and the U.S. Army Corps of Engineers (USACE) have federal authority to address CADVs, but the authority is constrained. The USCG addresses vessels that pose a substantial pollution threat (by removing the pollutants) but, generally, does not remove and dispose of a vessel once the immediate threat is addressed. The USACE has the authority to remove floating or sunken debris, but only if that debris is a hazard to navigation in a federally maintained navigation channel.

The limitations and disjointed federal, state and local authorities and responsibilities coupled with no ongoing funding is a significant impediment to addressing this problem. SB 1065 addresses this issue by creating a program and Coordinating Council of federal, state and local agencies that will identify, prioritize and fund the actual removal of CADVs from California's waterways.

Statewide Inventory and Other Duties of Coordinating Council: While we know the problem is pervasive, the bill requires that the State Lands Commission conduct a statewide inventory of CADVs to precisely measure the extent of the problem. This inventory will help the Coordinating Council prioritize which vessels or sites to address first and estimate total statewide costs for removal. We also know that there are other possible prevention measures that the state could consider implementing. The Coordinating

March 3, 2022

SB 1065 (Eggman). Abandoned and Derelict Commercial Vessels

Page 3 of 3

Council will research, evaluate the efficacy of such measures and make recommendations to the Legislature on possible CADV prevention measures.

Other State Examples of Similar Legislative Actions: In 2002, Washington established a statewide program that provides state and local agencies with authority and funding for the removal and disposal of CADVs. Washington keeps an ongoing inventory of vessels and prioritizes funding based on a number of factors.

The State of Florida passed legislation that took effect on July 1, 2016, giving authority to law enforcement officers of the Florida Fish and Wildlife Conservation Commission to declare a vessel at-risk of becoming abandoned or derelict. Establishing this authority allowed the state to get ahead of the problem by addressing the vessel before it is in a condition that is much more difficult and costly to remove. SB 1065 gives similar authority to Fish and Game Wardens and local law enforcement agencies with jurisdiction.

Without a statewide program to fund and prioritize removal and destruction of abandoned and derelict commercial vessels, they will continue to cause harm and damage to California's water quality, habitat and ecosystems.

For these reasons, Sacramento County is proud to sponsor SB 1065 and thanks you for your continued and unwavering leadership in support of the Delta and its communities. Please feel free to contact me with your questions at (916) 956-4786 or DraneN@Saccounty.gov.

Sincerely,



Natasha Drane
Governmental Relations and Legislative Officer

cc: Chair and Members, Senate Natural Resources and Water Committee
Catherine Baxter, Consultant, Senate Natural Resources and Water Committee
Todd Moffitt, Consultant, Senate Republican Caucus
Audrey Ratajczak, Cruz Strategies

Introduced by Senator EggmanFebruary 15, 2022

An act to add Section 528 to the Harbors and Navigation Code, and to add Sections 6112 and 6113 to the Public Resources Code, relating to vessels.

LEGISLATIVE COUNSEL'S DIGEST

SB 1065, as introduced, Eggman. California Abandoned and Derelict Commercial Vessel Program.

Existing law establishes within the Natural Resources Agency, the State Lands Commission consisting of the Controller, the Lieutenant Governor, and the Director of Finance. Existing law vests in the commission exclusive jurisdiction over all ungranted tidelands and submerged lands owned by the state, and of the beds of navigable rivers, streams, lakes, bays, estuaries, inlets, and straits, including tidelands and submerged lands. Existing law authorizes the commission to take immediate action to remove from areas under its jurisdiction a vessel that is left unattended and is moored, docked, beached, or made fast to land in a position as to obstruct the normal movement of traffic or in a condition as to create a hazard to navigation, other vessels using a waterway, or the property of another. Existing law requires the commission, in consultation with other relevant state and local agencies directly involved in the removal of abandoned vessels, by July 1, 2019, to develop a plan for the removal of abandoned commercial vessels.

This bill would establish the California Abandoned and Derelict Commercial Vessel Program within the Natural Resources Agency, to be administered by the commission, to bring federal, state, and local agencies together to identify, prioritize, and, upon appropriation by the Legislature, fund the removal of abandoned and derelict commercial

vessels from waters of the state, as defined. The bill would require the commission, as part of the program, to create an inventory of abandoned and derelict commercial vessels on the waters of the state, as provided, and develop a plan to prevent or reduce these abandoned and derelict commercial vessels.

This bill would establish the California Abandoned and Derelict Commercial Vessel Program Coordinating Council within the Natural Resources Agency, consisting of 7 voting members and up to 4 nonvoting members, as specified. The bill would require the council to oversee and provide policy direction for the program, coordinate the removal of abandoned and derelict commercial vessels, and develop a system for prioritizing the removal of the abandoned and derelict commercial vessels identified by the commission.

This bill would establish the Abandoned and Derelict Commercial Vessel Program Fund in the State Treasury and would require that, upon appropriation by the Legislature, moneys in the fund be used by the commission to fund the removal of abandoned and derelict commercial vessels pursuant to the program, as provided.

This bill would prohibit, except as specified, a commercial vessel that is at risk of becoming derelict from anchoring, mooring on, or occupying the waters of the state. The bill would authorize a peace officer, as defined, to find that a commercial vessel is at risk of becoming derelict if the peace officer determines that certain conditions exist, including that the commercial vessel is taking on or has taken on water without an effective means to dewater. The bill would subject a person who violates this prohibition to a fine not to exceed \$1,000 per violation, and would authorize a peace officer to seize or order the removal of a commercial vessel that is at risk of coming derelict. The bill would require that all fines collected be deposited into the Abandoned and Derelict Commercial Vessel Program Fund.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) California's waterways are polluted with abandoned and
- 4 derelict commercial vessels, which contain high levels of hazardous
- 5 materials from both their construction and use, including solvents,

1 asbestos-containing materials, polychlorinated biphenyls or PCBs,
2 lead paint, batteries, and petroleum products, such as fuel, oil, oily
3 waste, hydraulic fluid, and grease.

4 (b) Abandoned and derelict commercial vessels create
5 navigation, environmental, and public health and safety hazards.

6 (c) Abandoned and derelict commercial vessels usually consist
7 of ferries, tugs, barges, cranes, dredges, work boats and work
8 platforms, and military craft that were designed and utilized for
9 commercial work, but at end of life are often sold at auction to any
10 willing buyer. These vessels evolve into a dilapidated condition
11 and eventually end up in an unusable state leading the vessel to
12 either be sunk, partially sunk, or a sinking hazard.

13 (d) The Sacramento-San Joaquin Delta is California's most
14 crucial water and ecologic resource. It is the largest freshwater
15 tidal estuary of its kind on the west coast, providing important bird
16 habitat, among other ecological and recreational benefits.

17 (e) The Sacramento-San Joaquin Delta is also home to the State
18 Water Project and the Central Valley Water Project, which provide
19 a portion of the drinking water for 29 million Californians and
20 irrigation water for much of the state's \$50 billion agricultural
21 industry.

22 (f) While this is a statewide problem, the unique makeup of the
23 Sacramento-San Joaquin Delta, consisting of more than 700 miles
24 of sloughs and waterways surrounding many leveed tracts and
25 islands, makes it a magnet for abandoned and derelict commercial
26 vessels.

27 (g) Other coastal states have similarly identified abandoned and
28 derelict commercial vessels as a problem and have created
29 statewide programs and provided necessary authorities to identify
30 and remove these vessels.

31 SEC. 2. Section 528 is added to the Harbors and Navigation
32 Code, to read:

33 528. (a) Except as provided in subdivision (d), a commercial
34 vessel that is at risk of becoming derelict, as described in
35 subdivision (b), shall not anchor, moor on, or occupy the waters
36 of the state.

37 (b) A peace officer, as described in Section 830.1 of the Penal
38 Code or Section 851 of the Fish and Game Code, may find that a
39 commercial vessel is "at risk of becoming derelict" if the peace
40 officer determines that any of the following conditions exist:

1 (1) The commercial vessel is taking on or has taken on water
2 without an effective means to dewater.

3 (2) Spaces on the commercial vessel that are designed to be
4 enclosed are incapable of being sealed off or remain open to the
5 elements for extended periods of time.

6 (3) The commercial vessel has broken loose or is in danger of
7 breaking loose from its anchor.

8 (4) The commercial vessel is left or stored aground unattended
9 in a state that would prevent the vessel from getting underway, is
10 listing due to water intrusion, or is sunk or partially sunk.

11 (5) The commercial vessel poses a significant threat to public
12 health or safety or to sensitive habitat, wildlife, or water quality,
13 or constitutes a public nuisance.

14 (6) The commercial vessel is in a position to obstruct normal
15 movement of traffic or in a condition to create a hazard to
16 navigation or other vessels using a waterway.

17 (c) (1) (A) A person who anchors or moors a commercial vessel
18 that is at risk of becoming derelict on the waters of the state, or
19 allows a vessel that is at risk of becoming derelict to occupy the
20 waters of the state, may be liable for a fine not to exceed one
21 thousand dollars (\$1,000) per violation. All fines collected pursuant
22 to this subparagraph shall be deposited into the Abandoned and
23 Derelict Commercial Vessel Program Fund established pursuant
24 to Section 6113 of the Public Resources Code.

25 (B) The imposition of a fine pursuant to subparagraph (A) shall
26 not preclude imposition of other sanctions or remedies authorized
27 by law.

28 (2) A peace officer may seize or order the removal of a
29 commercial vessel that is at risk of becoming derelict, as described
30 in subdivision (b). In seizing or ordering the removal of a
31 commercial vessel pursuant to this paragraph, a peace officer shall
32 comply with all applicable federal, state, and local laws.

33 (d) This section does not apply to a commercial vessel that is
34 moored to a private dock or a wet slip with the consent of the
35 owner for the purpose of being repaired.

36 (e) For purposes of this section, “waters of the state” means any
37 surface water, including saline waters, marine waters, and
38 freshwaters, within the boundaries of the state, but does not include
39 groundwater.

1 SEC. 3. Section 6112 is added to the Public Resources Code,
2 to read:

3 6112. (a) (1) The California Abandoned and Derelict
4 Commercial Vessel Program is hereby established within the
5 Natural Resources Agency. The program shall be administered by
6 the commission to bring federal, state, and local agencies together
7 to identify, prioritize, and, upon appropriation by the Legislature,
8 fund the removal of abandoned and derelict commercial vessels
9 from the waters of the state and, at a minimum, do both of the
10 following:

11 (A) Create an inventory of all abandoned and derelict
12 commercial vessels on the waters of the state.

13 (B) Develop, in coordination with the California Abandoned
14 and Derelict Commercial Vessel Program Coordinating Council
15 established pursuant to subdivision (b), an Abandoned and Derelict
16 Commercial Vessel Plan to provide a strategic framework to
17 facilitate and track actions in support of strategies that prevent or
18 reduce abandoned and derelict commercial vessels on the waters
19 of the state, including the Sacramento-San Joaquin Delta.

20 (2) For purposes of this subdivision, “waters of the state” means
21 any surface water, including saline waters, marine waters, and
22 freshwaters, within the boundaries of the state, but does not include
23 groundwater.

24 (b) (1) The California Abandoned and Derelict Commercial
25 Vessel Program Coordinating Council is hereby established within
26 the Natural Resources Agency to oversee and provide policy
27 direction for the California Abandoned and Derelict Commercial
28 Vessel Program, coordinate the removal of abandoned and derelict
29 commercial vessels identified by the commission pursuant to
30 subparagraph (A) of paragraph (1) of subdivision (a), and identify
31 commission operating and funding responsibilities for each
32 abandoned and derelict commercial vessel site.

33 (2) The council shall consist of seven voting members as
34 follows:

35 (A) The Executive Officer of the commission, or their designee,
36 who shall also serve as the chairperson of the council.

37 (B) The Director of Fish and Wildlife, or their designee.

38 (C) The Director of Resources Recycling and Recovery, or their
39 designee.

40 (D) The Director of Toxic Substances Control, or their designee.

1 (E) The Director for the California Department of Parks and
2 Recreation, or their designee.

3 (F) The Executive Officer of the State Water Resources Control
4 Board, or their designee.

5 (G) One local member appointed by the Delta Protection
6 Commission, who shall be a representative from a county that
7 encompasses a portion of the Sacramento-San Joaquin Delta.

8 (3) The council shall consist of up to four nonvoting members
9 appointed as follows, if the specified federal agencies agree to do
10 so:

11 (A) A representative appointed by the United States Coast
12 Guard.

13 (B) A representative appointed by the United States
14 Environmental Protection Agency.

15 (C) A representative appointed by the United States Army Corp
16 of Engineers.

17 (D) A representative appointed by the National Oceanic and
18 Atmospheric Administration.

19 (c) The council shall develop a system for prioritizing the
20 removal of the abandoned and derelict commercial vessels
21 identified by the commission pursuant to subparagraph (A) of
22 paragraph (1) of subdivision (a).

23 (d) For purposes of this section, “commercial vessel” includes,
24 but is not limited to, a ferry, tug, barge, crane, dredge, work boat
25 or work platform, or military craft that was designed or utilized
26 for commercial work.

27 SEC. 4. Section 6113 is added to the Public Resources Code,
28 to read:

29 6113. (a) The Abandoned and Derelict Commercial Vessel
30 Program Fund is hereby established in the State Treasury.

31 (b) The following moneys shall be deposited into the Abandoned
32 and Derelict Commercial Vessel Program Fund:

33 (1) Any moneys appropriated by the Legislature for purposes
34 of the California Abandoned and Derelict Commercial Vessel
35 Program established pursuant to paragraph (1) of subdivision (a)
36 of Section 6112.

37 (2) Fines collected pursuant to Section 528 of the Harbors and
38 Navigation Code.

39 (c) Upon appropriation by the Legislature, moneys in the
40 Abandoned and Derelict Commercial Vessel Program Fund shall

1 be used by the commission to fund the removal of abandoned and
2 derelict commercial vessels pursuant to the California Abandoned
3 and Derelict Commercial Vessel Program established pursuant to
4 paragraph (1) of subdivision (a) of Section 6112, in accordance
5 with the prioritization strategy developed by the California
6 Abandoned and Derelict Commercial Vessel Program Coordinating
7 Council pursuant to subdivision (c) of Section 6112.

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SUSAN TALAMANTES EGGMAN

REPRESENTING SENATE DISTRICT 05

SB 1065- Commercial Abandoned and Derelict Vessel Program

SUMMARY

SB 1065 establishes a statewide coordinating council, overseen by the Natural Resources Agency, bringing together federal, state, and local partners to identify, prioritize and fund the removal of commercial abandoned and derelict vessels. The bill would also provide the necessary authorizations to assist with removal.

BACKGROUND

Unlike recreational vessels (e.g., ski, house, and fishing boats), a statewide program does not exist to fund the removal of commercial abandoned and derelict vessels (CADVs).

Without a statewide program to fund and coordinate the removal of CADVs, these vessels are often left to pollute California's coastline, ports, and other waterways causing environmental, health, and navigation hazards. They can also pile up in these waterways creating "legacy" sites that go unaddressed for years while causing irreparable harm.

CADV removal currently involves numerous local, state, and federal agencies all with varying degrees of authority and responsibilities depending on the circumstances. Creating a statewide coordinating council, consisting of these agencies, provides the avenue to identify appropriate agency authorities and responsibilities, funding availability, and allows for coordinating the removal of CADVs.

CADVs contain a high level of hazardous materials from both their construction and use, including petroleum products (i.e., fuel, oil, oily waste, hydraulic fluid and grease), solvents, asbestos containing materials, polychlorinated biphenyls (PCBs), lead paint and batteries.

CADVs usually consist of ferries, tugs, barges, cranes, dredges, work boats and work platforms that were designed and utilized for commercial work and military craft, but at end of life they are often discarded or sold at auction to any willing

buyer, evolve into a dilapidated condition and eventually end up in an unusable state leading the vessel to be either being sunk, partially sunk, or a sinking hazard.

CADV removal projects are time consuming and expensive. Removal steps typically include determination of ownership, responsible agency identification, project funding, hazmat assessment/testing, abatement costs estimations, removal and destruction operations (to include hazmat abatement, diving services, towing, dismantling) and disposal of the solid waste materials.

According to a 2020 white paper, "federal agency authorities and responsibilities frequently end once contamination is removed from a vessel, leaving complicated and expensive removal [and destruction] actions to state and local agencies." Without a dedicated funding source for the cost of the removal and destruction of CADVs, this work is beyond local agency capacities. In 2018 there was a survey conducted in the Sacramento- San Joaquin Delta that estimated \$34 million would be needed to remove all vessels just within this limited area.

THIS BILL

SB 1065 will help keep our waterways clear and clean by addressing the harm that CADV's cause. This bill creates the Abandoned and Derelict Commercial Vessel Program (Program) within the Natural Resources Agency and will be administered by the State Lands Commission. This program is designed to bring together federal, state, and local agencies to identify and prioritize the removal of CADV's. The bill also establishes a Program Coordinating Council to oversee and provide policy direction for the Program, as well as strategize to remove and destruct CADV's.

SUPPORT

Sacramento County (Sponsor)
Delta Counties Coalition



SUSAN TALAMANTES EGGMAN

REPRESENTING SENATE DISTRICT 05

SB 1065- Commercial Abandoned and Derelict Vessel Program

FOR MORE INFORMATION _____

Alison Kostusak

alison.kostusak@sen.ca.gov

916.651.4005

Liliana Udang

Liliana.udang@sen.ca.gov

March 3, 2022

Senator Henry Stern
Chair, Senate Committee on Natural Resources and Water
1021 O Street, Room 3220
Sacramento, CA 95814

RE: **SB 1065 (Eggman) Abandoned and Derelict Commercial Vessels – Support**

Dear Senator Stern:

On behalf of [organization name], we write in strong support of SB 1065 (Eggman). This bill will help keep our waterways clean, safe, and address the harm that commercial abandoned and derelict vessels (CADV) cause by creating a statewide program to fund the inventory, removal, and destruction of these vessels as well as a Coordinating Council to provide program oversight and coordination of removal efforts.

Unlike recreational vessels, such as ski, fishing and house boats, a statewide program does not exist to fund the removal and destruction of CADVs. State and local agencies have to rely on cooperation by vessel owners, lengthy legal approaches such as trespass and nuisance abatement actions, and limited federal actions.

The limitations and disjointed federal, state and local authorities and responsibilities coupled with no ongoing funding is a significant impediment to addressing this problem. SB 1065 addresses this issue by creating a statewide program and Coordinating Council of federal, state and local agencies that will identify, prioritize and fund the actual removal of CADVs from California's waterways.

Without a program and ongoing funding, CADVs will continue to cause environmental harm and damage to California's water quality, habitat, and ecosystems.

For these reasons, [organization] requests your support for SB 1065 when it comes before you in the Senate Natural Resources Committee. Thank you for your consideration.

Sincerely,

cc: Members, Senate Natural Resources and Water Committee
Catherine Baxter, Consultant, Senate Natural Resources and Water Committee
Todd Moffitt, Consultant, Senate Republican Caucus

March 3, 2022

Senator Henry Stern
Chair, Senate Committee on Natural Resources and Water
1021 O Street, Room 3220
Sacramento, CA 95814

RE: **SB 1065 (Eggman) Abandoned and Derelict Commercial Vessels – Support**

Dear Senator Stern:

On behalf of Reclamation District 1601 Twitchell Island, we write in strong support of SB 1065 (Eggman). This bill will help keep our waterways clean, safe, and address the harm that commercial abandoned and derelict vessels (CADV) cause by creating a statewide program to fund the inventory, removal, and destruction of these vessels as well as a Coordinating Council to provide program oversight and coordination of removal efforts.

Unlike recreational vessels, such as ski, fishing and house boats, a statewide program does not exist to fund the removal and destruction of CADVs. State and local agencies have to rely on cooperation by vessel owners, lengthy legal approaches such as trespass and nuisance abatement actions, and limited federal actions.

The limitations and disjointed federal, state and local authorities and responsibilities coupled with no ongoing funding is a significant impediment to addressing this problem. SB 1065 addresses this issue by creating a statewide program and Coordinating Council of federal, state and local agencies that will identify, prioritize and fund the actual removal of CADVs from California's waterways.

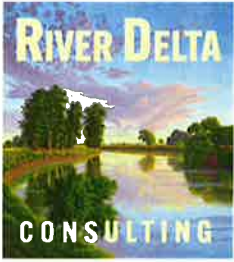
Without a program and ongoing funding, CADVs will continue to cause environmental harm and damage to California's water quality, habitat, and ecosystems.

For these reasons, Reclamation District 1601 Twitchell Island requests your support for SB 1065 when it comes before you in the Senate Natural Resources Committee. Thank you for your consideration.

Sincerely,

cc: Members, Senate Natural Resources and Water Committee
Catherine Baxter, Consultant, Senate Natural Resources and Water Committee
Todd Moffitt, Consultant, Senate Republican Caucus

Exhibit F



MEMORANDUM

April 11, 2022

TO: Chris Neudeck

FROM: Gilbert Cosio

SUBJECT: Summary of Delta Items Addressed in March 2022

Chris,

Following is a summary of meetings being monitored during March. Let me know if you have any questions, or would like to discuss in more detail.

Delta Critical Year Response Pilot Program – The intent of the Program is to pay Delta farmers \$900 per acre to conserve water during the January- June 2022 time period. The purpose is not to transfer the water to exporters, rather it is to keep the conserved water in the Delta waterways to help maintain the water quality in the Delta, which is the responsibility of the state and federal water projects. In a year like this, with the snowpack runoff uncertain, it is critical to hold water in reservoirs so operations during the peak summer months can be better planned. The Program made the final project awards on February 25. In total, 85 proposals were received, 34 projects were approved totaling 8,900 acres. Total direct payment to farmers will be \$8 million (\$2 million is required to pay for state administration of the Program). It is estimated 22,000 AF of water will be conserved. The data from this pilot program will be used to understand which methods and locations in the Delta provide the best conservation alternatives in order to plan future Delta water conservation programs.

North Delta Barriers –The state has applied to the CVFPB and Corps of Engineers for section 408 approval to perform geotechnical exploration and analysis on the levees of RD 501, RD 999 and RD 3 in areas where the 2 barriers will be constructed. Currently, the state has also submitted its drilling program plan to RD's seeking encroachment permits/approvals from them. The drilling is set to commence the first week of April and take about 2 months to complete. This geotechnical information will be used to complete the structural design of the barriers.

DSC Delta Adapts –Jessica Rudnick is attempting to interview farmers and she is hoping to break those interviews into smaller groups such as the 3 Delta water agency meetings, RD meetings, etc. She's hoping in addition to the board members and trustees, other local farmers can be in attendance during these meetings. If you have not invited her to one of your meetings, please consider doing so. In addition, think about other farmers in the nearby area who could provide valuable information and invite them to your meeting. The intent of the discussion is to hear how farmers feel about vulnerabilities to farming due to sea level rise and climate change and how farmers might consider adapting to overcome the vulnerabilities and keep agriculture in the Delta sustainable.

DSC Social Science Initiative –The next major milestone in the Social Science Initiative is to compile and administer a survey for Delta stakeholders. The intent of the survey is to more clearly define and value “Delta as an evolving place”. A committee formulating the survey met last month and will meet again May 11. Draft survey questions have been circulated to committee members and will be the main point of discussion at the meeting. The survey will be sent to all Delta addresses in late summer.

Delta Stewardship Council – The Council’s March meeting consisted mainly of a hearing regarding appeal of the Lookout Slough Project consistency determination. The staff recommendation was to reject the appeals. The Council now has 60 days to come up with a final ruling.

Delta Plan Interagency Implementation Committee (DPIIC) – The DPIIC met March 28. There were several topics of concern:

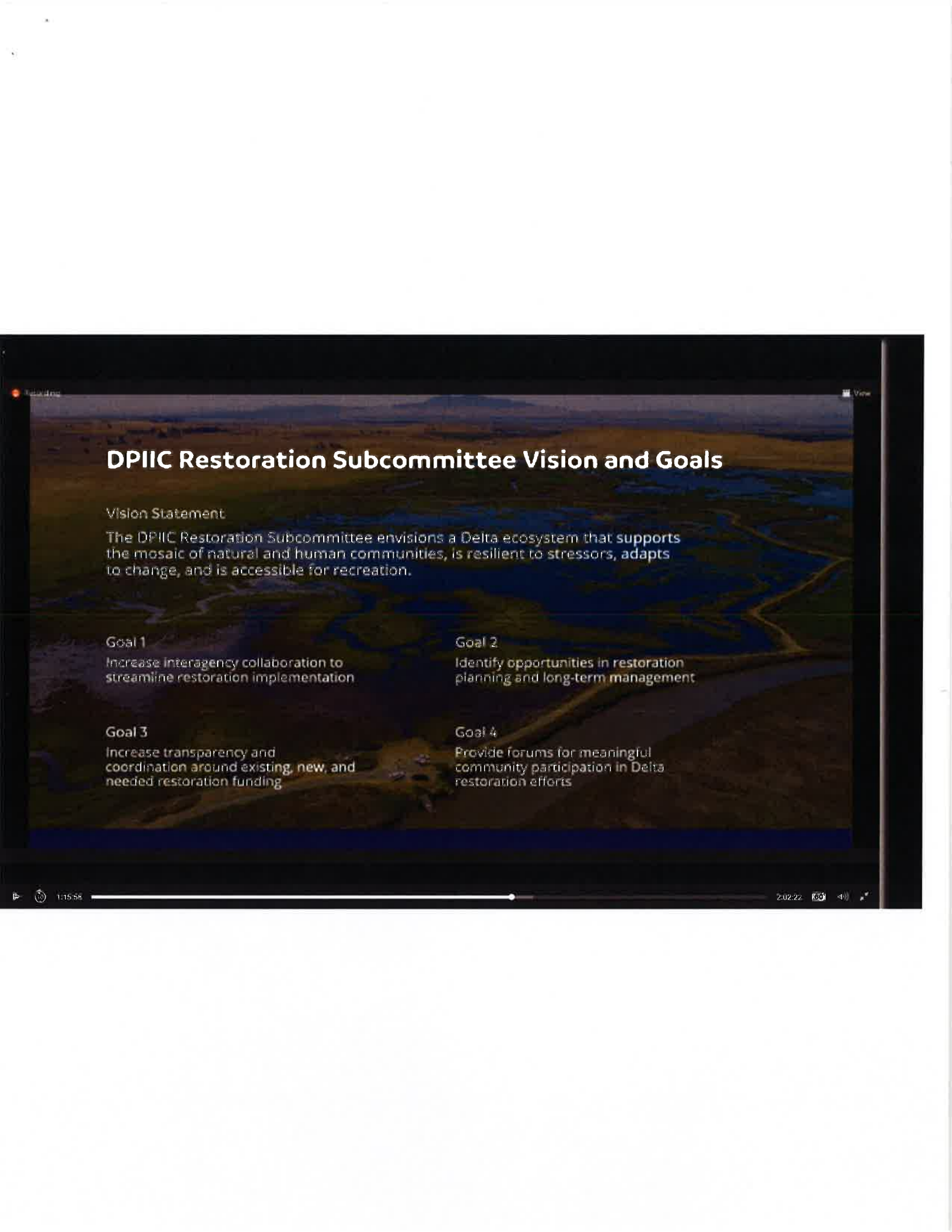
SF Estuary Blueprint – Originally called the Comprehensive Conservation and Management Plan (CCMP), the Blueprint staff made a presentation on its accomplishments since its 1993 inception. The presentation also indicated that DPIIC may join with the Blueprint since the Bay and Delta are connected.

Restoration Subcommittee – The DPIIC restoration subcommittee has held 2 meetings and presented its vision and goals to the DPIIC. The vision and goals were discussed and adopted by the DPIIC. Attached is a description of the vision and goals. Of importance is Goal 4 which describes public forums to get Delta participation in the process. The goal is to hold 2 public forums per year with the first one planned for this summer.

Salinity Management – The DSC is beginning a process to study management of salinity in the Delta, how it may be affected by sea level rise and climate change, and whether there are solutions to deal with the problem. Attached are descriptions of the salinity management goals and workshop schedule. The first workshop is scheduled for April 26-27. During the presentation there was emphasis given to encourage local Delta stakeholders who are concerned about salinity.

Thanks,

A handwritten signature in black ink, appearing to be "Peter S.", written in a cursive style.



DPIIC Restoration Subcommittee Vision and Goals

Vision Statement

The DPIIC Restoration Subcommittee envisions a Delta ecosystem that supports the mosaic of natural and human communities, is resilient to stressors, adapts to change, and is accessible for recreation.

Goal 1

Increase interagency collaboration to streamline restoration implementation

Goal 2

Identify opportunities in restoration planning and long-term management

Goal 3

Increase transparency and coordination around existing, new, and needed restoration funding

Goal 4

Provide forums for meaningful community participation in Delta restoration efforts

Workshop Series Goals

1. **Build a shared understanding** of the range of issues associated with ocean salt intrusion in the Delta and different salinity management tools and strategies that could be used in response to sustained and recurring drought conditions and other climate change factors, and what is known of their impacts and tradeoffs.
2. **Identify the knowledge gaps that must be filled** and scenario-based modeling work that could be done to evaluate socioeconomic and ecological impacts and tradeoffs of different salinity management tools and strategies.
3. **Lay the groundwork for a collaborative adaptive management approach** to salinity management. Discuss goals and metrics for evaluation and identify partners who will engage on an ongoing basis after the workshops to build an adaptive management framework.



1:37:35

Workshop Timeline 2022



April 26-27, 2022, Workshop

- Frame the challenge of future salinity management
- Build toward shared understanding
- Begin to identify knowledge gaps
- Start a conversation around goals for long-term adaptive management



Summer 2022, Focused Working Group Meetings

- Dive into the details of developing several management scenarios
- Foster deeper discussions about impacts and tradeoffs
- Generate pilot scenarios to be evaluated with computer models



October 11-12, 2022, Workshop

- Compare modeling outputs from the pilot scenarios
- Discuss the tradeoffs apparent in different management strategies
- Refine ideas about future research and scenario-based modeling needs
- Identify partners and a plan for creating a collaborative adaptive management framework



Karen Koytetz