

Board Of Harbor Commissioners

Crescent City Harbor District

November 1, 2022

Regular Harbor Commission Meeting



Regular Meeting

Board of Harbor Commissioners of the Crescent City Harbor District

Rick Shepherd, President Harry Adams, Secretary
Wes White, Commissioner; Brian Stone, Commissioner; Gerhard Weber, Commissioner

AGENDA

Date: Tuesday, November 1, 2022

Time: Open Session 2:00 p.m.

Place: 101 Citizens Dock, Crescent City, CA 95531 and via Zoom Webinar

PURSUANT TO AB 361, THE PUBLIC AND BOARD MAY PARTICIPATE IN THIS MEETING VIA TELECONFERENCE AS SOCIAL DISTANCING MEASURES ARE RECOMMENDED BY STATE OFFICIALS.

Virtual Meeting Options

Link for Zoom Webinar: <https://us02web.zoom.us/j/6127377734>

Call to Order

Roll Call

Pledge of Allegiance

Public Comment

This portion of the Agenda allows the public to comment to the Board on any issue not itemized on this Agenda, however, the Board may not take action or engage in discussion on any item that does not appear on the Agenda. Periods when public comments are allowed, Harbor Commissioners will allow attendees to submit questions and/or comments using the Zoom in-meeting chat function. The Harbor Commission asks that members of the public keep questions and comments succinct and relevant.

REGULAR SESSION

1. Financial Reports

- a. Account Balances**
- b. Comptroller's Report**

2. New Business

- a. Discuss and vote to approve Commissioner Stone and one CCHD staff member to attend the West Coast Ports Strategy Study at UC Berkeley.**

3. Unfinished Business

- a. Grant Update**
- b. Harbormaster Conference Update**
- c. Tri-agency Update**
- d. Dredge Update**

4. Communications and Reports

- a. Harbor Commissioner Reports**

5. ADJOURNMENT

Adjournment of the Board of Harbor Commissioners will be until the next meeting scheduled for Tuesday, November 15th, 2022, at 2 p.m. PDT. The Crescent City Harbor District complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to person with disabilities, as required by Section 12132 of the Americans with Disabilities Act of 1990 (42 U.S.C. §12132). Any person with a disability who requires modification in order to participate in a meeting should direct such request to (707) 464-6174 at least 48 hours before the meeting, if possible.



1. Financial Reports

- a. Account Balances**
- b. Comptroller's Report**

Public Comment?

**CRESCENT CITY HARBOR DISTRICT
FINANCIAL OVERVIEW AS OF 10-27-2022**

ITEM	AMOUNT
CCHD OPERATING ACCOUNT	\$ 87,236.46
CCHD SAVINGS ACCOUNT	\$ 5,021.29
RV - REDWWOD	\$ 10,693.00
RV - BAYSIDE	\$ 22,007.40
RESERVE LAIF	\$ 874,500.00
VENDOR PAYMENTS - UNCLEARED CHECKS	\$ (59,776.48)
TOTAL CASH ON-HAND	\$ 939,681.67
CURRENT AP / PAYMENTS TO AUTHORIZE	\$ (47,067.03)
PAYROLL 10-31-2022 ESTIMATE	\$ (35,000.00)
PAYMENTS TO RELEASE 11-07-2022	\$ (16,130.70)
NOVEMBER RV LEASE BUYOUT PAYMENTS	\$ (8,381.00)
SECURITY GATES - DUE UPON COMPLETION	\$ (20,446.90)
SALES TAX AND RV TAX	\$ (800.00)
SET-A-SIDE USDA	\$ (115,690.67)
RESERVE: SCHEDULED IMPROVEMENTS	\$ (60,000.00)
RESERVE: FASHION BLACKSMITH	\$ (50,000.00)
ESTIMATED AP AND LIABILITY PAYMENTS	\$ (353,516.30)
ADJUSTED LIQUIDITY ESTIMATED	\$ 586,165.37
GRANT RECEIVABLE: STATE LANDS COMMISSION	\$ 321,000.00
ESTIMATED CURRENT WORKING CAPITAL	\$ 907,165.37
RESTRICTED FUNDS	AMOUNT
GRANT RECEIVABLE: SEA WALL	\$ 7,000,000.00

Crescent City Harbor District AP and Purchases to Make as of 10-26-2022

Num	Name	COA	Open	Due Date
5090044113	ARAMARK INC	6111-0 · UNIFORMS	\$ 87.70	11/05/22
5090048353	ARAMARK INC	6111-0 · UNIFORMS	\$ 87.70	11/10/22
5090052479	ARAMARK INC	6111-0 · UNIFORMS	\$ 87.70	11/10/22
120423	C RENNER PETROLEUM INC	6102-0 · FUEL EXPENSE	\$ 165.35	10/21/22
120820	C RENNER PETROLEUM INC	6102-0 · FUEL EXPENSE	\$ 165.35	11/07/22
16971084	CALPERS HEALTH	2401 · Medical Calpers	\$ 17,198.76	11/10/22
16952750	CALPERS RETIREMENT	2403-0 · Retirement Calpers	\$ 335.00	10/31/22
16952740	CALPERS RETIREMENT	2403-0 · Retirement Calpers	\$ 5,229.33	10/31/22
16897814	CALPERS RETIREMENT	2403-0 · Retirement Calpers	\$ 3,544.49	10/31/22
16897760	CALPERS RETIREMENT	2403-0 · Retirement Calpers	\$ 410.43	10/31/22
351039	COUNTRY MEDIA INC	6107-1 · ADVERTISING/PROMOTION	\$ 53.40	11/07/22
935638	CRESCENT ACE HARDWARE	6108-0 · SUPPLIES OPERATIONS	\$ 60.40	10/10/22
935637	CRESCENT ACE HARDWARE	6108-0 · SUPPLIES OPERATIONS	\$ 86.50	10/10/22
935943	CRESCENT ACE HARDWARE	6106-A · PARTS & MISC	\$ 21.40	11/10/22
935959	CRESCENT ACE HARDWARE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 214.36	11/10/22
936289	CRESCENT ACE HARDWARE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 30.57	11/10/22
936675	CRESCENT ACE HARDWARE	6108-0 · SUPPLIES OPERATIONS	\$ 312.59	11/10/22
936810	CRESCENT ACE HARDWARE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 141.33	11/10/22
936432	CRESCENT ACE HARDWARE	6500 · REPAIR AND MAINT	\$ 73.88	11/10/22
937470	CRESCENT ACE HARDWARE	6108-0 · SUPPLIES OPERATIONS	\$ 155.85	11/10/22
937791	CRESCENT ACE HARDWARE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 25.89	11/10/22
938024	CRESCENT ACE HARDWARE	6108-0 · SUPPLIES OPERATIONS	\$ 22.91	11/10/22
092022	CRESCENT CITY WATER	74 · UTILITIES - WATER & SEWER	\$ 1,661.83	10/24/22
692257/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 19.10	10/31/22
692295/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 6.54	10/31/22
692338/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 11.21	10/31/22
692336/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 26.09	10/31/22
692366/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 42.31	10/31/22
692368/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 6.54	10/31/22
692380/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 35.78	10/31/22
692373/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 18.64	10/31/22
692978/5	ENGLUND MARINE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 17.70	11/03/22
DM00838781	EUREKA OXYGEN	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 73.00	11/02/22

Crescent City Harbor District AP and Purchases to Make as of 10-26-2022

Num	Name	COA	Open	Due Date
081117-5	FRONTIER	79 · UTILITIES - TELEPHONE	\$ 103.83	10/31/22
0183185	GEOENGINEERS INC	6640 · OUTSIDE SERVICES	\$ 3,180.00	10/31/22
27758	PACIFIC ENGINEERS	68 · REPAIRS & MAINTENANCE	\$ 300.00	11/05/22
10/28/22-01/27/23	PITNEY BOWES	6104-0 · EQUIPEMENT LEASES	\$ 158.87	10/27/22
6033546	PITNEY BOWES	6008-0 · POSTAGE	\$ 200.00	10/31/22
OCT	PRINCIPAL LIFE INS	2407-0 · Life Insurance	\$ 186.30	11/01/22
06496806 CCHD	RECOLOGY DEL NORTE	75 · WASTE REMOVAL & RECYCLING	\$ 4,051.96	10/24/22
06493464 BS	RECOLOGY DEL NORTE	75 · WASTE REMOVAL & RECYCLING	\$ 2,460.20	10/24/22
06492839 RHV	RECOLOGY DEL NORTE	75 · WASTE REMOVAL & RECYCLING	\$ 2,764.32	10/24/22
0194911101622	SPECTRUM BUSINESS	77 · WEBHOSTING & CONNECTION SERVICE	\$ 190.41	11/03/22
4036B660-0023	STREAMLINE	77 · WEBHOSTING & CONNECTION SERVICE	\$ 200.00	10/31/22
1409-100926	SUBURBAN PROPANE	80 · UTILITIES - PROPANE	\$ 120.64	10/24/22
6694307-2	UMPQUA BANK	1301-0 · Forklift and Diesel Loan	\$ 2,243.12	10/31/22
4679-00002-0000	US BANK	6107-0 · PROMOTIONS & ADVERTISING	\$ 175.00	09/30/22
OCT-NOV	VSP	2406-0 · Vision Insurance	\$ 302.75	10/19/22
		PAY BY 10-31-2022	\$ 47,067.03	

Crescent City Harbor District AP and Purchases to Make as of 10-26-2022

Num	Name	COA	Open	Due Date
60877915	ACCONTEMPS	101 · ACCOUNTING CONSULTANTS	\$ 4,230.72	11/12/22
948035	BEST BEST & KRIEGER, LLP	106 · LEGAL SERVICES ATTORNEYS	\$ 1,382.10	11/13/22
948036	BEST BEST & KRIEGER, LLP	106 · LEGAL SERVICES ATTORNEYS	\$ 2,025.90	11/13/22
948037	BEST BEST & KRIEGER, LLP	106 · LEGAL SERVICES ATTORNEYS	\$ 502.20	11/13/22
948038	BEST BEST & KRIEGER, LLP	106 · LEGAL SERVICES ATTORNEYS	\$ 1,161.00	11/13/22
948039	BEST BEST & KRIEGER, LLP	106 · LEGAL SERVICES ATTORNEYS	\$ 3,439.60	11/13/22
102020-6	FRONTIER	79 · UTILITIES - TELEPHONE	\$ 524.82	11/14/22
092022-101922	CRESCENT CITY WATER	74 · UTILITIES - WATER & SEWER	\$ 1,872.19	11/15/22
22-09031	HI-TECH SECURITY	6640 · OUTSIDE SERVICES	\$ 217.97	11/17/22
M237001	MENDES SUPPLY CO	6108-0 · SUPPLIES OPERATIONS	\$ 469.82	11/18/22
3140-303587	O'REILLY AUTO PARTS	6110-0 · AUTO EXPENSES & LEASES	\$ 57.51	11/24/22
914535/5	ENGLUND MARINE	6106-A · PARTS & MISC	\$ 141.00	11/30/22
692715/5	ENGLUND MARINE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 32.54	11/30/22
692743/5	ENGLUND MARINE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 13.57	11/30/22
692739/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 9.75	11/30/22
692791/5	ENGLUND MARINE	6108-0 · SUPPLIES OPERATIONS	\$ 12.13	11/30/22
692971/5	ENGLUND MARINE	6106-0 · SUPPLIES, MATERIAL, SMALL TOOLS	\$ 37.88	11/30/22
		HOLD FOR PAYMENT ON 11-07-2022	\$ 16,130.70	
22.0135	TOPPER	801 · Improvements Marina	\$ 20,446.90	10/11/22
		HOLD PAYMENT UNTIL JOB COMPLETED		



2. New Business

- a. Discuss and vote to approve Commissioner Stone and one CCHD staff member to attend the West Coast Ports Strategy Study at UC Berkeley.**

Public Comment?

West Coast Ports Strategy Study invite

Edgley, Cyndi <Cyndi.Edgley@nrel.gov>
To: "Shields, Matt" <Matt.Shields@nrel.gov>
Cc: "Lemke, Alexandra" <Alexandra.Lemke@nrel.gov>

Tue, Oct 18, 2022 at 2:14 PM

Hello,

You are personally invited to join the technical advisory committee for the Department of Energy and the National Renewable Energy Laboratory's [West Coast Ports Strategy Study](#). The goal of this study is to inform investment and decision-making to develop a network of ports that could help to enable the commercial-scale deployment of floating offshore wind. The advisory committee will convene key decision makers and offshore wind stakeholders from West Coast states and relevant industries to help steer the direction of the study, review preliminary results, and disseminate the findings and final report when complete. The advisory committee is expected to meet three times between fall 2022 and summer 2023 at both virtual and in-person meetings.

The first in-person meeting will be held on Thursday, November 10 from 8:00 AM – 5:00 PM at the Krutch theater on the University of California, Berkeley campus. NREL and DOE will present more detailed information about the scope of the West Coast Ports Strategy Study and attendees will split into breakout sessions to discuss their perspectives on major gaps and barriers facing West Coast port development, potential solutions that could address these gaps, and the role of inter-state collaboration to help achieve these solutions. The key findings will help to inform the West Coast Ports Strategy report. The findings of the workshop are in support of the [Floating Offshore Wind Shot](#), which aims to drive U.S. leadership in floating offshore wind.

A detailed agenda will be provided in advance of the meeting. [Please submit your RSVP using this online form](#) by Monday October 31st.

Thank you for your participation. I look forward to working with you on this important study and hopefully seeing you in-person in Berkeley.

Sincerely,

Matt Shields

Senior Offshore Wind Analyst

National Renewable Energy Laboratory

West Coast Port Strategy Study Group - Technical Advisory Committee Meeting

On November 10,2022 at the University of California, Berkeley

Estimated Expenses

Estimated Milage of 735 miles @ 62.5 cents per mile:	\$459.38
Hotel Reservations of \$ 189.73 per night by 2 nights (including taxes and fees):	\$379.46
Parking Fees and Tolls:	\$ 45.00
Per-Diem:	<u>\$ 60.00</u>
Total Estimated Expenses:	\$943.84



3. Unfinished Business

a. Grant Update

Public Comment?

Crescent City Harbor District Potential Grants to Apply For

GRANT AWARD ANNOUNCED								
Grant Name	Grant Funder	Funded Projects	Project Amount	Grant Amount Requested	Match Requirement	Grant Start Date	Project Timeline	Next Steps
Port Infrastructure Development Grants (PIDP)	ODOT - Maritime Administration	1) Construction of a new seawall 2) repair and renovate the seafood packing and trucking area 3) replace the aged cargo handling equipment atop the seawall	\$ 9,208,207.00	\$ 7,366,565.60	\$1,841,641.40 (20% required)	Jan-23	1-Jan-28	Work with DOT to reduce the Cost Sharing Match amount
Port Economic Recovery Grant	California State Lands Commission	Technical Reports required for Seawall Construction Grant	\$ 437,001.65	\$ 321,195.65	\$ 115,806.00	Nov-22	Dec-23	Awaiting signed contract and grant payment
GRANTS APPLIED FOR								
Grant Name	Grant Funder	Project Applied For	Project Amount	Grant Amount Requested	Match Requirement	Announcement Date	Project Timeline	Next Steps
Harbor Mitigation Grant Program (HMGP)	Cal OES and FEMA	Technical Reports; Design & Engineering; NEPA/CEQUA; Construction Permits required for Seawall Construction Grant	\$ 1,500,000.00	\$ 1,125,000.00	\$ 375,000.00	Nov 2022 - Jan 2023	Completed within 5 years of obligation	Awaiting for Award Announcements
GRANTS WORKING ON								
Grant Name	Grant Funder	Project Applying For	Project Amount	Grant Amount To Request	Cost Sharing/Match Requirement	Award Announcement Date	Project Timeline	Next Steps
Building Resilient Infrastructure and Communities (BRIC)	Cal OES and FEMA	Technical Reports; Design & Engineering; NEPA/CEQUA; Construction Permits and Construction of Berms	\$ 10,000,000.00	\$ 7,500,000.00	\$ 2,500,000.00	Summer 2023	Completed within 5 years of obligation	Preapplication submitted. CalOES requested full application. Full application due Dec 2, 2022
2022 Emergency Management Performance Grant	Cal OES & FEMA (Dept. Homeland Security)	Harbor Police	TBD	TBD	15%	4th Quarter 2023	Funding available in 2024	Preapplication Due to County of Del Norte Nov. 2022
2023 Homeland Security Grant Program Funding	Cal OES & Dept. Homeland Security	Harbor Safety Boat	\$ 450,000.00	\$ 382,500.00	\$ 67,500.00	4th Quarter 2023	Funding available in 2024	Preapplication Due to County of Del Norte Nov. 2022
CA Community Economic Resilience Fund (CERF)	CA Governor's Office	Projects that diversify the economy, and develop or grow sustainable industries that create accessible, well-paying jobs, especially for disinvested communities. Infrastructure construction projects qualify.	TBD	TBD	TBD	4th Quarter 2023	Funding available in 2024	Program Details and Application will be released 4th Quarter 2022
EDA Public Works Program	U.S. EDA	Infrastructure Construction Projects	\$ 3,450,000.00	\$ 3,000,000.00	\$ 450,000.00		Funding available in 2024	Funds add-ons to Construction Project. Once we have Seawall project quote, will apply for this grant



3. Unfinished Business

b. Harbormaster Conference Update

Public Comment?

50th Annual Marine Recreation Association and California Association of Harbormasters and Port Captains (CAHMPC) Educational Conference and Trade Show

October 17-20, 2022

From October 17th to 20th I attended the 50th Annual Marine Recreation Association and California Association of Harbormasters and Port Captains Educational Conference and Trade Show and board meetings for the CAHMPC as the representative for Crescent City Harbor District. The event was well attended with over 300 participants and 40 trade partner exhibitor booths. I met with representatives of more than 20 companies that we currently do work with or will do work with in the future. Of those, I have meetings set up with a half dozen in the next few weeks to discuss moving forward with updating, improving, and replacing parts of our infrastructure and operational needs. I was able to attend multiple valuable seminars and discuss solutions to issues that harbormasters all over California are facing such as regulations, dredging, liveboards, abandoned vessels, collections, and infrastructure repairs.

State of the Industry

The Keynote speech was delivered by Frank Hugelmeyer, President of the National Marine Manufacturers Association (NMMA). Frank has a unique perspective in the marine industry that fits Crescent City Harbor well as, prior to joining the NMMA, he was president at the RV Industry association and Go RVing. His broad view of boating as a portion of outdoor recreation as whole was refreshing and enlightening. Until 6 years ago the federal government didn't track the portion of US GDP that was related to outdoor recreation. In FY20-21 that amounted to \$689 Billion (with a B) or 1.8% of the GDP. It accounts for 4.3 million jobs nation wide for 3% of the total US employment. Of the total of outdoor recreation, by far the largest sector is boating and fishing (recreationally), accounting for over \$170 Billion in 20-21.

The common theme from last year was how do we get and keep people in boating. A major effect of the COVID-19 Pandemic was an unprecedented migration to "Quality of Life

Communities.” As a part of that migration, we have seen a large increase in outdoor recreation sales and the numbers for 21-22 which come out in November should see an ever larger just than 20-21. 8 out of 10 outdoor activity participants want to try a different outdoor activity. We are currently selling boating and fishing to 61 million consumers. Over the last 20 years the average age of boaters has increased at almost a 1 to 1 rate and prior to the pandemic new boat sales had stalled. The boating industry is excellent at promoting itself with current boaters and boating has historically been handed down within families. This leaves an additional 90 million people engaging in outdoor activities who are not being marketed to and are not being welcomed into boating.

The industry is currently beginning to pivot toward the future. The future of recreational boating is going to be in sustainably produced, green powered, and diverse. There are increasing collaborations between the outdoor recreation sector and boating and industry initiatives such as Discover Boating are gaining traction nationwide. The future of boating is bright.

Changes Within the Marina Industry

There have been a couple major shifts in the marina industry in the way the public accesses the water. Peer to peer boating has spread like wild fire. There are boating clubs popping up around the nation. The club maintains a fleet of vessels (from 2 in smaller clubs to 50 in the larger clubs). Club members pay dues and have access to schedule use of the boats whenever they are free. They can also access boats at sister clubs in other harbors. In many ways this system saves harbors a lot of work in policing boat owners. A professional club maintaining vessels and taking care of a facility can help maintain a marina in much better condition than vessels that may get used for a week each year. However, the boat operators may have less experience and training than if they own the vessel and take less ownership in the care of the harbor than owners. It seems from discussions with other Harbormasters the key to peer to peer boating is having strong leadership of the club and consistent communication.

Another major industry shift is AirBnB boating. We recently evicted a vessel renting their boat as a short-term rental. This can be a lucrative option for harbors and boat owners when properly managed. The issues are once again, management and insurance.

Water quality issues are a major focus for harbors to the south. Copper reduction is causing extremely costly restrictions in many of the southern California harbors and unfortunately the products for boaters to replace high copper products have lagged well behind in quality. While we face the same restrictions as the Southern half of the state inspection and enforcement has not yet reached our harbor. That means this is the time to start addressing the issues before the light is cast upon us. Harbor staff will begin looking into measures we can take to limit our exposure.

Legislative Update

While Lobbyists for the MRA, NMMA, and CAHMPC are tracking and influencing lawmakers on many bills, there are few I took note of as particularly important to CCHD.

AB 1682: Vessels: public safety activities.(1) Existing law generally regulates the operation of vessels and associated equipment used, to be used, or carried in vessels used on waters subject to the jurisdiction of the state. Existing law provides specified exemptions to the above-described provision, including for a vessel whose owner is a state or subdivision thereof, that is used principally for governmental purposes, and which is clearly identifiable as such. This bill would define “subdivision thereof” or “subdivision of the state” to include cities and counties.(2) Existing law provides that an owner, operator, or person in command of any vessel propelled by machinery who uses it, or permits it to be used, at a speed in excess of 5 miles per hour in any portion of specified beach, swimming, or boat landing areas, not otherwise regulated by local rules and regulations, is guilty of an infraction, as specified. Existing law exempts specified vessels from this provision. This bill would additionally exempt vessels, including personal water craft, clearly identifiable as lifeguard rescue vessels, as defined, and public safety vessels engaged in public safety activities, as defined, and personal water craft, clearly identifiable as lifeguard rescue vessels or public safety vessels, operating within the surf zone from the above-described provision.

AB 1817: Product safety: textile articles: perfluoroalkyl and polyfluoroalkyl substances (PFAS).Existing law prohibits, beginning January 1, 2023, any person from distributing, selling, or offering for sale in the state any food packaging that contains regulated perfluoroalkyl and

polyfluoroalkyl substances or PFAS, as defined, and requires a manufacturer to use the least toxic alternative when replacing regulated perfluoroalkyl and polyfluoroalkyl substances or PFAS in food packaging to comply with this requirement. Existing law similarly prohibits, beginning July 1, 2023, a person from selling or distributing in commerce in this state any new, not previously owned, juvenile product, as defined, that contains regulated PFAS chemicals. This bill would prohibit, beginning January 1, 2025, any person from manufacturing, distributing, selling, or offering for sale in the state any new, not previously owned, textile articles that contain regulated PFAS, except as specified, and requires a manufacturer to use the least toxic alternative when removing regulated PFAS in textile articles to comply with these provisions. The bill would require a manufacturer of a textile article to provide persons that offer the product for sale or distribution in the state with a certificate of compliance stating that the textile article is in compliance with these provisions and does not contain any regulated PFAS.

SB 1065: 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, by July 1, 2019, and in consultation with other relevant state and local agencies directly involved in the removal of abandoned vessels, 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, upon appropriation by the Legislature, to bring federal, state, and local agencies together to identify, prioritize, and fund the removal and proper disposal of abandoned and derelict commercial vessels and other debris from commercially navigable waters, as defined. The bill would require the commission, upon appropriation by the Legislature, on or before July 1, 2024, to create, and regularly update and maintain thereafter, an inventory of abandoned and derelict commercial vessels on or in commercially navigable waters, as provided, and, on or before July 1, 2025, to develop a plan to

prevent or reduce abandoned and derelict commercial vessels on or in commercially navigable waters, as provided. This bill would establish the California Abandoned and Derelict Commercial Vessel Program Task Force as an advisory body within the Natural Resources Agency, consisting of specified members. The bill would require the task force, in consultation with impacted local governments, to, among other things, provide policy guidance for the program and advise on the prevention, removal, destruction, and disposal of abandoned and derelict commercial vessels, as provided. The bill would require the task force to develop a system for prioritizing the removal of the abandoned and derelict commercial vessels identified by the commission, as provided. This bill would require the commission, on or before December 1, 2023, to enter into a memorandum of agreement with specified state agencies, and other relevant federal, state, or local agencies, as provided, for the purposes of abandoned and derelict commercial vessel and other debris cleanup and removal from commercially navigable waters. The bill would require, upon execution of the memorandum of agreement and the availability of funds, the commission to immediately authorize and execute the removal of abandoned and derelict commercial vessels and other debris, as specified. This bill would establish the California Abandoned and Derelict Commercial Vessel Program Trust 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 and other debris pursuant to the program, as provided. This bill would prohibit, except as specified, a commercial vessel, as defined, that is at risk of becoming derelict from occupying, or anchoring, mooring, or otherwise being secured in or on, the waters of the state. The bill would provide that a commercial vessel is at risk of becoming derelict if 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 authorize a peace officer, as defined, to find that a commercial vessel is at risk of becoming derelict if these conditions exist. The bill would subject a person who violates this prohibition to a civil penalty of not less than \$1,000 and not more than \$5,000 per day of violation and would prescribe other requirements related to a civil action, including the assessment of a civil penalty and the recovery of other specified costs, brought for a violation of this prohibition. The bill would also authorize a peace officer to seize or order the removal of a commercial vessel that is at risk of becoming derelict, as provided. The bill would require 75% of civil penalties and other costs collected be deposited into the California Abandoned and Derelict Commercial Vessel Program Trust Fund and, upon appropriation by the Legislature, 25% distributed to the Attorney General, district attorney, or city attorney prosecuting the action, as specified.

AND...

EXECUTIVE ORDER N-82-20: Otherwise known as the 30 by 30, the order directs state agencies to deploy a number of strategies to store carbon in the state's natural and working lands and remove it from the atmosphere. The order also sets a first-in-the-nation goal to conserve 30 percent of the state's land and coastal water by 2030 to fight species loss and ecosystem destruction.

Specifically, state agencies are directed to pursue innovative actions, strategies and partnerships to maximize the full climate benefits of our natural and working land, through:

- Healthy soils management, including planting cover crops, hedgerows and compost applications;
- Wetlands restoration to protect coastal areas;
- Active forest management to reduce catastrophic risk and restore forest health; and
- Boosting green infrastructure in urban areas like trees and parks.

The issues surrounding this order are interesting. The order specifically states conservation not preservation which should allow for maintained access to the area. The major issue with the 30 by 30 is how the conserved area is calculated and what activities are allowed within those areas. We are currently at about 13% of conserved coastal waters by the state definition. If the Marine Protected Areas designated Federally were included we would already be between 35-40%.

Department of Boating and Waterways

The Department of Boating and Waterways (DBAW) gave updates on a few of their programs. Over 160,000 "Boater Cards" have now been issued in California. The boater card is required for all recreational boat operators now. In 2022 DBAW has given out over 55,000 lifejackets are part of the Lifejacket Loaner Program. We have some Lifejackets available on the side of the file station next to the boat ramp for those in need of a lifejacket. DBAW has received a much needed budget increase and may have some money available for boating safety in Crescent City. CCHD will explore what programs they have that might be a fit for our operations.

Boating and Economic Impact

- 95% of boats used in the US are made in the US
- At 1.8% of the GDP Outdoor Recreation is larger than Mining and Agriculture combined
- In 2020 Outdoor Recreation was worth \$3 Billion in California alone
- California was #2 in boating behind Florida
- New boat sales have grown steadily since 2010
- In 2020 315,000 new boats were sold in the US
- In 2021 301,000 new boats were sold in the US, drop due to supply chain issues
- 95% of boats in the US are less than 26' in length and towed
- California saw a 17% growth in boating in 2021 over 2020
- Despite the impression that boating is an activity for the wealthy, 61% of boaters in CA have a household income of \$75,000 or less.

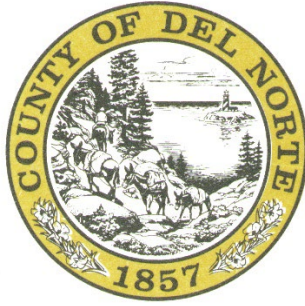
The economic forecast from industry professionals was that they don't think we are going to enter a recession now though the odds that we will are increasing. GDP is often tied to inventory. Due to the supply chain issues of 2020 and 2021 producers made too much inventory in Q4 of 2021 anticipating a big Christmas season. The season turned out to be mediocre and suppliers slowed production in Q1 and 2 of 2022 because they had a lot of inventory. The indicators that we may be coming out are that consumption rates are up, retail sales are up, and industrial production in the country is the highest it's been in 20 years.



3. Unfinished Business

c. Tri-agency Update

Public Comment?



County of Del Norte
City of Crescent City
Crescent City Harbor District
Joint Meeting

MINUTES

Veterans Hall
810 H Street
Crescent City, CA 95531

October 25, 2022

5:30 P.M.

The Board of Supervisors of the County of Del Norte and the governing body of all other special assessment and taxing districts, for which said Board so acts, is now meeting in special session. Only those items that indicate a specific time will be heard at the assigned time. All other items may be taken out of sequence to accommodate the public and staff availability.

- Call the meeting to order.
- Roll Call.
 - Board of Supervisors:
Present: Supervisor Short, Starkey, Howard, Hemmingsen, Masten.
 - City Council:
Present: Councilmember Greenough, Wright, Altman, Inscore
Absent: Councilmember Smith
 - Harbor District:
Present: Harbor Commissioner White, Stone, Adams, Weber, Shephard.
- Pledge of Allegiance.
- 1. All three agencies: general discussion regarding Tri-Agency's debt to USDA and potential apportionment of that debt among the member agencies.

2. County: Make a commitment to contribute a specified amount to Tri-Agency for the purpose of repaying the USDA debt, and give direction to staff to take steps necessary to effect payment, including, if necessary, placing a budget transfer on a future agenda; or take other action as necessary and appropriate.

Action: The County voted to dedicate \$60,000.00 to repaying the debt.

Motion: Move to approve

Move: Darrin Short

Second: Chris Howard

Vote Yea: 5 Gerry Hemmingsen, Chris Howard, Valerie Starkey,
Darrin Short, Susan Masten

Vote Nay: 0

Vote Abstain: 0

3. City: Make a commitment to contribute a specified amount to Tri-Agency for the purpose of repaying the USDA debt, and give direction to staff to take steps necessary to effect payment, including, if necessary, placing a budget transfer on a future agenda; or take other action as necessary and appropriate.

Action: The City voted to dedicate \$60,000.00 to repaying the debt.

Motion: Move to approve

Move: Blake Inscore

Second: Isaiah Wright

Vote Yea: 4 Jason Greenough, Blake Inscore, Isaiah Wright, Ray
Altman

Vote Nay: 0

Vote Abstain: 0

4. Harbor: Make a commitment to contribute a specified amount to Tri-Agency for the purpose of repaying the USDA debt, and give direction to staff to take steps necessary to effect payment, including, if necessary, placing a budget transfer on a future agenda; or take other action as necessary and appropriate.

Action: The Harbor voted to dedicate \$40,000.00 to repaying the debt.

Motion: Move to approve

Move: Wes White

Second: Harry Adams

Vote Yea: 5 Rick Shepherd, Harry Adams, Brian L Stone, Gerhard
Weber, Wes White

Vote Nay: 0

Vote Abstain: 0

ADJOURNMENT

Date Posted: October 21, 2022



3. Unfinished Business

d. Dredge Update

Public Comment?

Beneficial Use Permit for Dredge Pond Spoils

Total estimated is about 6 months

1. 1 month: Regional Water Quality Control Board review and approval. They have up to 60 days.
2. 2** months: 3 months for Engineering sample evaluation. Recall that we will need to test engineering properties to ensure compaction is possible:
 - a. 1) proposal to you and approval, 2) sample collection, 3) material testing, 4) engineering report.
 - b. ** This could be done concurrently with agency review if you want to start before the agency responds to the report in Step 1.
3. < 1 month: Completion of application for permit waiver.
 - a. The CEQA and CCC documentation, approvals, or waivers will be needed to submit the application.
4. 2 months: Regional Water Quality Control Board review and approval (expect they will take their full 60 days).

Diver Dredging, Outer Boat Basin



4. Communications and Reports

a. Harbor Commissioner Reports

Pursuant to the Brown Act, this item allows the Commissioners to briefly discuss activities engaged in since the previous public meeting.

Commissioner Wes White

Commissioner Brian Stone

Commissioner Gerhard Weber

Commissioner Harry Adams, Secretary

Commissioner Rick Shepherd, President

5. ADJOURNMENT

Adjournment of the Board of Harbor Commissioners will be until the next meeting scheduled for Tuesday, November 15th, 2022, at 2 p.m. PDT. The Crescent City Harbor District complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to person with disabilities, as required by Section 12132 of the Americans with Disabilities Act of 1990 (42 U.S.C. §12132). Any person with a disability who requires modification in order to participate in a meeting should direct such request to (707) 464-6174 at least 48 hours before the meeting, if possible.

