

**U.S. ARMY
CORPS OF ENGINEER (ACOE) PERMIT**

December 2001

FOR THE

**San Francisco-Oakland Bay Bridge East Span
Seismic Safety Project**



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197

DEC 04 2001

Regulatory Branch

SUBJECT: File Number 23013S

Mr. H. Paul Hensley
California Department of Transportation
Toll Bridge Program
111 Grand Avenue (P.O. Box 23660)
Oakland, California 94623-0660

Dear Mr. Hensley:

Enclosed is your signed copy of a Department of the Army permit (Enclosure 1) to replace the East Span of the San Francisco-Oakland Bay Bridge on Interstate 80 Between Yerba Buena Island and the City of Oakland in San Francisco and Alameda Counties.

Please complete the appropriate parts of "Notice to Permittee" form (Enclosure 2), and return it to this office. You are responsible for ensuring that the contractor and workers executing the activity authorized herein are knowledgeable with the terms and conditions of this authorization.

Should you have any questions regarding this matter, please call Bob Smith of our Regulatory Branch at 415-977-8450. Please address all correspondence to the Regulatory Branch and refer to the file number at the head of this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy S. O'Rourke", is written over a printed name.

Timothy S. O'Rourke
Lieutenant Colonel, Corps of Engineers
District Engineer

Enclosures

Copy Furnished (w/encl 1 only):

US EPA, San Francisco, CA

US FWS, Sacramento, CA
US NMFS, Santa Rosa, CA
CA RWQCB, Oakland, CA
CA DFG, Yountville, CA
CA BCDC, San Francisco, CA

NOTICE TO PERMITTEE

Please use the forms below to report the dates when you start and finish the work authorized by the enclosed permit. Also if you suspend work for an extended period of time, use the forms below to report the dates you suspended and resumed work. The second copy is for your records. If you find that you cannot complete the work within the time granted by the permit, please apply for a time extension at least one month before your permit expires. If you materially change the plan or scope of the work, it will be necessary for you to submit new drawings and a request for a modification of your permit.

(cut out as needed) -----

Date: _____

NOTICE OF COMPLETION OF WORK under Department of the Army permit No. -023013-0S

TO: District Engineer, US Army Corps of Engineers, Regulatory Branch, 333 Market Street, 8th Floor, San Francisco, CA 94105-2197

In compliance with the conditions of the permit dated November 30, 2001 to replace the East Span of the San Francisco-Oakland Bay Bridge this is to notify you that the work was completed on _____.

Permittee: California Department of Transportation H. Paul Hensley

Address: Toll Bridge Program 111 Grand Avenue (P.O. Box 23660) Oakland, CA 94623-0660

Date: _____

NOTICE OF RESUMPTION OF WORK under Department of the Army permit No. -023013-0S

TO: District Engineer, US Army Corps of Engineers, Regulatory Branch, 333 Market Street, 8th Floor, San Francisco, CA 94105-2197

In compliance with the conditions of the permit dated November 30, 2001 to replace the East Span of the San Francisco-Oakland Bay Bridge this is to notify you that work was resumed on _____.

Permittee: California Department of Transportation H. Paul Hensley

Address: Toll Bridge Program 111 Grand Avenue (P.O. Box 23660) 10 Oakland, CA 94623-0660

Date: _____

NOTICE OF SUSPENSION OF WORK under Department of the Army permit No. -023013-0S

TO: District Engineer, US Army Corps of Engineers, Regulatory Branch, 333 Market Street, 8th Floor, San Francisco, CA 94105-2197

In compliance with the conditions of the permit dated November 30, 2001 to replace the East Span of the San Francisco-Oakland Bay Bridge this is to notify you that work was suspended on _____.

Permittee: California Department of Transportation H. Paul Hensley

Address: Toll Bridge Program 111 Grand Avenue (P.O. Box 23660) Oakland, CA 94623-0660

Date: _____

NOTICE OF COMMENCEMENT OF WORK under Department of the Army permit No. -023013-0S

TO: District Engineer, US Army Corps of Engineers, Regulatory Branch, 333 Market Street, 8th Floor, San Francisco, CA 94105-2197

In compliance with the conditions of the permit dated November 30, 2001 to replace the East Span of the San Francisco-Oakland Bay Bridge this is to notify you that work was commenced on _____.

Permittee: California Department of Transportation H. Paul Hensley

Address: Toll Bridge Program 111 Grand Avenue (P.O. Box 23660) Oakland, CA 94623-0660

DEPARTMENT OF THE ARMY PERMIT

Permittee: California Department of Transportation, District 4

Permit No.: 23013S

Issuing Office: San Francisco District

NOTE. The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

You are hereby authorized to: Dredge approximately 217,000 cubic yards (cy) for a construction access channel & approximately 191,000 cy for a demolition access channel; Discharge approximately 617,000 cy of dredged material in accordance with Dredge Material Management Office recommendations (Material from the upper 3.66 meters (12 feet) of Piers E1 through E6, and E15 through E18 shall be disposed of at an appropriate upland facility); Construct a barge dock in Clipper Cove on Yerba Buena Island; Discharge approximately 1.67 acres of fill to construct pile caps E3 to E16; Discharge approximately 0.60 acre of fill to construct pile caps E-17 to E 23; Construct 1,970 linear feet of geotube at the Oakland Touchdown; Fill approximately 2.63 acres of the Bay at the Oakland touchdown; Discharge fill to modify and/or construct seven outfalls at the Oakland touchdown & four outfalls at Yerba Buena Island. Work shall be carried out in accordance with the attached plans and drawings labeled: "San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, IN COUNTIES OF: San Francisco and Alameda, APPLICATION BY: Caltrans District 4, Date: November 2007" in 13 sheets.

Project Location:

The project is located in San Francisco Bay between the City of San Francisco and the City of Oakland.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on January 1, 2012. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space

provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

7. You understand and agree that, if future operations by the United States require the removal, relocation, or other alteration of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, you will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expenses to the United States. No claim shall be made against the United States on account of any such removal or alteration.

Special Conditions:

1. The permittee shall comply with the terms and conditions of the Biological Opinions issued by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service pursuant to Section 7 of the Endangered Species Act.

2. Mitigation shall be carried out in accordance with the "Conceptual Mitigation Plan for Special Aquatic Sites" prepared by Caltrans, dated November 2001 and subsequent Corps approved revisions.

3. Caltrans shall provide the Corps with plans and drawings of the proposed Clipper Cove barge dock and the drainage outfalls to be located on Yerba Buena Island and at the Oakland touchdown prior to construction.

(continued on page 4)

Further Information:

Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

Section 404 of the Clean Water Act (33 U.S.C. 1344).

Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

c. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

 _____ 12/04/01
(Date)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below

 _____ 12/04/01
(District Engineer) Timothy S. O'Rourke (Date)
LTC, EN

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

(Transferee) (Date)

4. In order to reduce dredging impacts to coho salmon, chinook salmon, and steelhead the permittee shall comply with the terms and conditions of Biological Opinion, No. 151422-SWR99-SR-190, issued by the National Marine Fisheries Service on October 30, 2001.
5. In order to reduce impacts to Pacific herring, no dredging shall occur during the peak of the spawning season (December 1 to March 1) or as determined by the California department of Fish and Game.
6. Caltrans shall develop and implement an eelgrass research plan including, but not limited to
 - a. Surveying potential areas of eelgrass beds in San Francisco Bay to understand their distribution and densities
 - b. Developing the methodologies needed to effectively restore, enhance, or create new eelgrass beds.
 - c. Designing appropriate studies, such as limiting factors analysis, to define critical parameters for successful eelgrass establishment.
 - d. Designing and locating site-specific eelgrass establishment pilot for future implementation and testing
 - e. Preparing a report and guidelines for implementing eelgrass replacement activities, suitable for use throughout San Francisco Bay.

DREDGING SPECIAL CONDITIONS

1. Your use of the permitted activity must not interfere with the public's right to free navigation on all navigable waters of the United States.
2. You must have a copy of this permit available on the vessel used for the authorized transportation and disposal of dredged material.
3. You must advise this office in writing, at least two weeks before you start maintenance dredging activities under the authorization of this permit.
4. You must install and maintain, at your expense, any safety lights and signals prescribed by the United States Coast Guard (USCG), through regulations or otherwise on your authorized facilities. The USCG may be reached at the address and telephone numbers listed below.
5. To provide notification to the maritime community of activities affecting navigation, the permittee shall provide in writing to the addresses below the following information at least two weeks before commencing work:
 - a. Name and telephone number of the project manager.
 - b. Size and placement of any floating construction equipment.
 - c. Radio telephone frequencies and call signs of any marine equipment.
 - d. Work start and completion dates.

Commander (oan)
 11th Coast Guard District
 Coast Guard Island, Bldg 50-6
 Alameda, California 94501-5100
 POC:
 Operations Officer
 Aids to Navigation Section
 PH: 510-437-2969
 FAX: 510-437-5836

Commander (mso)
 11th Coast Guard District
 Coast Guard Island, Bldg 50-6
 Alameda, California 94501-5100
 POC:
 Captain of the Port
 Waterways Section
 PH: 510-437-2770
 FAX: 510-437-3702

6. The Coast Guard Captain of the Port of San Francisco Bay may require modifications to marine construction equipment deployment or mooring systems to safeguard navigation while work is in progress.
7. All vessels operated for disposal of dredged material are required to participate in the Coast Guard's Vessel Traffic Control Service (VTS). Five minutes before each departure, the permittee shall notify the VTS by radio, via Channel 14, of the following: The name of vessel; time of departure from dredge site; and time of departure from disposal site.

8. When utilizing the Alcatraz Disposal Site (SF-11), the permittee shall dispose of all dredged material within a circular area of radius 1000 feet with center located at latitude 37°49'17"N; longitude 122°25'23"W. The specific location within the disposal area will be determined by the District Engineer upon receipt of the Dredging Operation Plan.

9. The permittee shall submit the following reports for review and comment to:

U.S. Army Corps of Engineers, San Francisco District
Chief, Operations and Readiness Division
ATTN: Regulatory Branch, Suite 812
333 Market Street
San Francisco, California 94105-2197,

a. **Dredge Material Analysis:** Submit, for approval, no earlier than 60 days prior to proposed commencement of any authorized successive dredging episodes, dredge material analysis (Chemical and Physical), sampling and testing information. **Please include the Corps permit number and dredge episode number with this submittal.** Also submit Regional Water Quality Control Board water quality certification or waiver for disposal of the material. For each dredging episode, the permittee shall obtain the approval of the District Engineer for formulating specific sediment testing procedures for the Dredge Material Analysis.

The testing protocol for disposal site SF-11 will be in accordance with the testing guidelines as published in the Corps and U.S. Environmental Protection Agency publication entitled, "Evaluation of Dredged Material Proposed for Discharge in Waters of the U.S. - Testing Manual" (The Inland Testing Manual or ITM), dated February 1998, and subsequent amendments thereto.

The testing protocol for disposal at SF-DODS will be in accordance with the testing guidelines as published in the Corps and U.S. Environmental Protection Agency publication entitled, "Evaluation of Dredged Material Proposed for Ocean Disposal" (The Green Book), dated February 1991, and subsequent amendments thereto.

b. **Dredging Operation Plan:** Submit, for approval by this office, no earlier than 60 calendar days and no later than 20 calendar days before the proposed commencement of dredging, a plan which includes the following: Corps permit number, dredge episode number, a copy of the dredging contract or description of the work under which the contractor will do the permitted work; name and telephone numbers of the dredging contractor's representative on site; dredging start and completion dates; names of vessel; dump scow numbers or identification; bin or barge capacities; identification of work as either maintenance dredging or new dredging; discussion of proposed dredging procedures, as governed under Special Condition No. 10, with detailed drawings or specifications of the grid or centrifugal pump system; quantity of material to be removed; dredging design depth and typical cross section including overdepth; and date of last dredging episode and design depth. The dredging Operational Plan shall also provide the following information:

- 1) The controls being established to insure that dredging operations occur within the limits defined by the channel dimensions and typical channel section. The horizontal and vertical positioning systems being utilized must be indicated as noted in No.9.b.3) below.
- 2) The controls being established to insure that disposal of the dredged material at the disposal site is at the assigned location and depth. The horizontal and vertical positioning systems being utilized must be indicated as noted in No.9.b.3) below.
- 3) Method of determining electronic positioning of dredge or dump scow during entire dredging operation at dredge site, disposal site and en route to and from disposal site.

Please note that failure to provide all of the above information may result in delays to your project. When your dredge operation plan has been approved, you will receive a written authorization to commence with your project.

c. **Before Dredging Survey:** Submit no earlier than 60 calendar days and no later than 20 calendar days before commencement of dredging, a survey with accuracy to one-tenth foot that delineates the following: areas to be dredged with overdepth allowances; existing depths; estimated quantities to be dredged for the project; and estimated quantities for overdepth. All surveys shall be signed by the permittee to certify their accuracy. **Please include the Corps permit number and dredge episode number.**

Please note that failure to provide all the above information may result in delays to your project.

d. Solid Debris Management Plan: Submit no earlier than 60 calendar days and no later than 20 calendar days before commencement of work, a plan which describes measures to ensure that solid debris generated during any authorized demolition or construction operation is retained and properly disposed of in areas not under Corps jurisdiction. At a minimum, the plan shall include the following: source and expected type of debris; debris retrieval method; **Corps permit number and dredge episode number**; disposal method and site; schedule of disposal operations; and debris containment method to be used, if floatable debris is involved.

Please note that failure to provide all the above information may result in delays to your project.

e. Disposal Site Verification Log (DSVL): Submit on a weekly basis by noon Monday, the log which enumerates work accomplished during the preceding week to:

U.S. Army Corps of Engineers, San Francisco District
Chief Operations and Readiness Division
ATTN: Mr. David Dwinell, DMMO, Suite 809
333 Market Street
San Francisco, California 94105-2197

or FAX (415) 977-8495, or e-mail to david.l.dwinell@usace.army.mil. **Please include the Corps permit number and dredge episode number.** The log will be provided when the Corps approves the Dredge Operation Plan and authorizes the commencement of the dredging. The DSVL form may also be downloaded from <http://www.spn.usace.army.mil/conops/forms/dsvsl.pdf>

f. Overflow requirements:

1. No overflow or decant water shall be discharged from the barge, with the exception of spillage incidental to clamshell dredge operations.
2. During transportation from the dredging site to the disposal site, no material shall be permitted to overflow, leak or spill from barge, bins or dump scows.
3. During dredging operations, overflow shall be limited to a maximum of 15 minutes for hopper dredge only. Adjustments to the dredging operation may be required to insure that once overflow commences, it will not exceed the 15 minute limit.
4. In approved sand dredging, overflow will not exceed 15 minutes or the economic load, whichever occurs first.

g. Post Dredging Survey: Submit, within 15 days of the last disposal activity (last is defined as that activity after which no further activity occurs for 15 calendar days), a survey with accuracy to one-tenth foot which delineates the areas dredged and the dredged depths. **Also, include the Corps permit number, dredge episode number, dates of dredging commencement and completion, actual quantities dredged for the project, and actual quantities of overdepth.** The permittee shall substantiate the total quantity dredged by including calculations used to determine the volume difference (in cubic yards) between the Before and Post Dredging Surveys and explain any variation in quantities greater than 15% beyond estimated quantities. **All surveys shall be accomplished by a licensed surveyor and signed by the permittee to certify their accuracy.** A copy of the post dredge survey should be sent to the National Ocean Service for chart updating:

NOAA/National Ocean Service
Nautical Data Branch
N/CS26, SSMC3, Room 7230
1315 East-West Highway
Silver Spring, Maryland 20910-3282.

10. The permittee shall ensure that all dredged material is slurried prior to disposal to prevent any accumulation or build up of material at the disposal site. All dredged material shall be slurried in one of the following manners:

- a. Dredged material will be either pumped with a centrifugal pump prior to leaving the dredge site for the disposal site; or,
- b. If the material is clamshell dredged, passed through a debris grid, with a maximum opening size of 12 inches by 12 inches that will cover the entire loading area of the dump scow. Everything that does not pass through the grid will be considered solid debris and shall be disposed of in areas outside of Corps jurisdiction. All such material shall be promptly removed from the grid at the end of each 8 hour shift or sooner.

11. The permittee or dredge contractor shall inform this office when a dredge episode actually commences, is suspended (suspension is when the dredge contractor leaves the dredge site for more than 48 hours for reasons other than equipment maintenance), is restarted, and the actual date of completion. Each notification should include the Corps permit number and dredge episode number. The information can be sent, to the attention Mr. Jim Delorey, in writing to the address below; or Faxed to (415) 977-8495; e-mailed to james.r.delorey@usace.army.mil or via telephone message at (415) 977-8441.

USACE, San Francisco District
Chief, Operations and Readiness Division
ATTN: Regulatory Branch, Suite 812
333 Market Street
San Francisco, California 94105-2197

12. The permittee, as directed by the District Engineer under authority pursuant to the policies and procedures of 33 CFR 325.7, may be required to modify disposal schedules and monthly disposal quantities for particular dredging episodes.

13. The permittee shall allow the dredging area and equipment to be inspected by the Corps staff upon request.

14. Transportation of dredged material to the SF-DODS shall only be allowed when weather and sea state conditions will not interfere with safe transportation and will not create risk of spillage, leak or other loss of dredged material in transit to the SF-DODS. No disposal vessel trips shall be initiated when the National Weather Service has issued a gale warning for local waters during the time period necessary to complete dumping operations, or when wave heights are 16 feet or greater. The permittee must consult the most current version of the SMMP Implementation Manual for additional restrictions and/or clarifications regarding other sea state parameters, including, but not limited to wave period.

15. All vessels used for dredged material transportation and disposal must be loaded to no more than 80 percent by volume of the vessel. Before any disposal vessel departs for the SF-DODS, an independent quality control inspector must certify in writing that the vessel meets the conditions and requirements of a certification checklist that contains all of the substantive elements found in the example contained in the most current SMMP Implementation Manual. "Independent" means not an employee of the permittee or dredging contractor.

16. Disposal vessels in transit to and from the SF-DODS should remain at least three nautical miles from the Farallon Islands whenever possible. Closer approaches should occur only in situations where the designated vessel traffic lane enters the area encompassed by the 3-mile limit, and where safety may be compromised by staying outside of the 3-mile limit. In no case may disposal vessels leave the designated vessel traffic lane.

17. When dredged material is discharged within the SF-DODS, no portion of the vessel from which the materials are to be released (e.g. hopper dredge or towed barge) can be further than 1,960 feet (600 meters) from the center of the target area at latitude 37°39'N; longitude 123°29'W.

18. No more than one disposal vessel may be present within the permissible dumping target area referred to in 17 at any time.

19. Disposal vessels shall use an appropriate navigation system capable of indicating the position of the vessel carrying dredged material (for example, a hopper dredge vessel or towed barge) with a minimum accuracy and precision of 100 feet during all disposal operations. The system must also indicate the opening and closing of the doors of the vessel carrying the dredged material. If the positioning system fails, all disposal operations must cease until the navigational capabilities are restored. The back-up navigation system, with all the capabilities listed in this condition, must be in place on the vessel carrying the dredged material.

20. The permittee shall maintain daily records (using the attached Scow Certification Checklist form) of the amount of material dredged and loaded into barges for disposal, the times that disposal vessel(s) depart for, arrive at and return from the SF-DODS, the exact locations and times of disposal, and the volumes of material disposed at the SF-DODS during each vessel trip. The permittee shall further record wind and sea state observations at hourly intervals during transit.

21. For each disposal vessel trip, the permittee shall maintain a computer printout from a Global Positioning System or other acceptable navigation system showing transit routes and disposal coordinates, including the time and position of the disposal vessel when dumping was commenced and completed.

22. An independent quality control inspector (as defined in 15) shall observe all dredging and disposal operations. The inspector shall verify the information required in conditions 20 and 21. The inspector shall promptly inform permittees of any inaccuracies or discrepancies concerning this information and shall prepare summary reports, which summarize all such inaccuracies and discrepancies at a minimum on a quarterly basis, and at project completion.

23. The permittee shall report any anticipated or actual permit violations to the District engineer and the Regional

Administrator within 24 hours of discovering such violation. If any anticipated or actual permit violations occur within the Gulf of the Farallones or the Monterey Bay National marine Sanctuaries, the permittee must also report any such violation to the respective Sanctuary Manager within 24 hours. In addition, the permittee shall prepare and submit reports, certified accurate by the independent quality control inspector, on a weekly basis by noon Monday, to the District Engineer and the Regional Administrator setting forth the information required by conditions 20 and 21.

24. Permittees must make arrangements for independent observers to be present on disposal vessels for the purpose of conducting shipboard surveys of seabirds and marine mammals. Observers shall employ standardized monitoring protocols, as referenced in the most current SMMP Implementation Manual. At a minimum, permittees shall ensure that independent observers are present on at least one disposal trip during each calendar month that disposal occurs, and on average at least once every 25 vessel trips to the SF-DODS.

25. At the completion of short-term dredging projects, at least annually for ongoing projects, and at any other time or interval requested by the District Engineer or Regional Administrator, permittees shall prepare and submit to the District Engineer and Regional Administrator a report that includes complete records of all dredging, transport and disposal activities, such as navigation logs, disposal coordinates, scow certification checklists, and other information required by permit conditions. Electronic data submittals may be required to conform to a format specified by the agencies. Permittees shall include a report indicating whether any dredged material was dredged outside the areas authorized for dredging or was dredged deeper than authorized for dredging by their permits.



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197

APR 02 2002

Regulatory Branch (1145b)

SUBJECT: Permit No. 230131S

LETTER OF MODIFICATION

Mr. H. Paul Hensley
California Department of Transportation
Toll Bridge Program
111 Grand Avenue (P.O. Box 23660)
Oakland, California 94623-0660

Dear Mr. Hensley:

The Department of the Army has received concurrence from the U.S. Environmental Protection Agency (EPA) Region IX with your plan to use the San Francisco Deep Ocean Disposal Site (SF-DODS) under Department of the Army (DA) permit No. 23013S, dated December 4, 2001 for the construction of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project. Therefore, permit No. 23013S is hereby modified under the provisions of 33 CFR 325.7(b) to authorize the transportation of approximately 220,000 cubic yards of dredged material for the purpose of disposal in the ocean at SF-DODS pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413), as amended.

Prior to the initiation of ocean disposal operations the permittee shall submit for EPA Region IX approval, a cost-sharing agreement with the San Francisco District, USACE, to fund a proportion of the annual SF-DODS site monitoring. The portion of the site monitoring costs to be funded by the permittee shall be based on the estimated proportion that the permittee's dredged material comprises, of all dredged material anticipated to be disposed at SF-DODS during the calendar year. In no event shall the amount funded by the permittee be less than \$200,000. Ocean disposal operations may not commence before EPA has approved the cost-sharing agreement as adequate.

EPA's 1998 Site Management and Monitoring Plan (SMMP) Implementation manual for SF-DODS and the 1998 EPA rule (64 FR 141) contain generic Ocean Disposal Special Conditions which were included as conditions to your DA permit. EPA has provided the Corps with updated and clarified Ocean Disposal Special Conditions as shown below. These updated conditions do not impart substantive new operational requirements. Rather, they clarify how the requirements of the SMMP shall be implemented for the East Span Seismic Safety Project.

The provisions of EPA's most recent SMMP Implementation Manual for SF-DODS are incorporated by reference as part of these Ocean Disposal Special Conditions, except as specific provisions of this section update them. The permittee shall comply with the updated conditions listed below:

OCEAN DISPOSAL SPECIAL CONDITIONS

Note: Dredge material does not need to be slurried prior to disposal at SF-DODS

14. Dredged material shall not be leaked or spilled from disposal vessels during transit to the SF-DODS. Transportation of dredged material to the SF-DODS shall only be allowed when weather and sea state conditions will not interfere with safe transportation and will not create risk of spillage, leak or other loss of dredged material in transit to the SF-DODS. No disposal vessel trips shall be initiated when the National Weather Service has issued a gale warning for local waters during the time period necessary to complete dumping operations, or when wave heights are 16 feet or greater. The permittee must consult the most current version of the SMMP Implementation Manual for additional restrictions and/or clarifications regarding other sea state parameters, including but not limited to wave period.

15. Vessels used for dredged material transportation and disposal must not be loaded beyond a level at which dredged material would be expected to be spilled in transit under anticipated sea state conditions, and in no case may disposal vessels be filled to more than 80 percent of the vessel's maximum bin or hopper volume. Before any disposal vessel departs for the SF-DODS, an independent quality control inspector ("*Independent*" means not a direct employee of the permittee or dredging contractor) must certify in writing that the vessel is not over-loaded, and otherwise meets the conditions and requirements of a Scow Certification Checklist that contains all of the substantive elements found in the example contained in the most current SMMP Implementation Manual. EPA and USACE must approve the permittees's proposed Scow Certification Checklist prior to the commencement of ocean disposal operations. No ocean disposal trip may be initiated until both the vessel captain and the independent inspector have signed all relevant entries on the Scow Certification Checklist.

16. Disposal vessels in transit to and from the SF-DODS must remain at least three nautical miles from the Farallon Islands whenever possible. Closer approaches should occur only where the designated vessel traffic lane enters the 3-mile limit. In no case should disposal vessels leave the designated vessel traffic lane within the 3-mile limit, or transit north of a line extending westward from the termination of the designated vessel traffic lane while within the 3-mile limit.

17. **Surface Disposal Zone:** When dredged material is discharged within the SF-DODS, no portion of the vessel from which the materials are to be released (e.g. hopper dredge or towed barge) may be further than 1,960 feet (600 meters) from the center of the disposal site at latitude 37°39'N; longitude 123°29'W.

18. No more than one disposal vessel may be present within the SF-DODS Surface Disposal Zone at any time.

19. The primary navigation tracking system for recording ocean disposal operations shall be disposal vessel- (e.g., scow-) based. Disposal vessels shall use an appropriate navigation tracking system capable of indicating and recording the position of the disposal vessel with a minimum accuracy of 100 feet during all transportation and disposal operations. The primary system must also indicate and record the draft of the disposal vessel throughout transit to the disposal site and for at least one hour after disposal is complete, as well as indicate and record the time and location of the beginning and end of each disposal (e.g., the opening and closing of the hull doors of the disposal vessel). A functioning back-up navigation system, meeting the minimum accuracy requirement listed above, must also be in place on the towing vessel (tug, if any). If the primary (disposal vessel's) navigation tracking system fails during transit, the disposal trip may continue only so long as the back- up (towing vessel's) navigation and tracking system remains operational, by placing the towing vessel in such a location that, given the compass heading and tow cable length to the scow ("lay back"), the estimated scow position would be within the surface disposal zone [i.e., within 1,960 feet (600 meters) of the center of the disposal site]. In such cases the towing vessel's position, and the tow cable length and compass heading to the disposal vessel, must be recorded and reported. Further disposal operations using a disposal vessel whose navigation tracking system fails must cease until those primary capabilities are restored.

20-21. The permittee shall maintain daily records (using the approved Scow Certification Checklist) of: the amount of material dredged and loaded into barges for disposal; the location from which the material in each barge was dredged; the weather report for and sea- state conditions anticipated during the transit period; the time that each disposal vessel departs for, arrives at and returns from the SF-DODS; the exact location and time of each disposal; and the volume of material disposed at the SF-DODS during each disposal trip. The permittee shall also maintain, for each ocean disposal trip, both electronic data and printouts from a Global Positioning System or other acceptable navigation tracking system showing transit routes, disposal vessel draft readings, disposal coordinates, and the time and position of the disposal vessel when dumping was commenced and completed. The permittee shall further record wind and sea state observations at hourly intervals during transit. These daily records shall be compiled at a minimum for each week during which ocean disposal operations occur, and provided in reports, certified accurate by the independent quality control inspector, to both EPA and USACE on a **weekly basis by noon Monday**. For each ocean disposal trip, these reports shall include the electronic navigation tracking and disposal vessel draft data on CD-ROM (or other media approved by EPA and USACE), as well as hard copy reproductions of the Scow Certification Checklists and printouts listed above. The reports shall include a cover letter describing any problems complying with the Ocean Disposal Special Conditions, the cause(s) of the problems, any steps taken to rectify the problems, and whether the problems occurred on subsequent disposal trips.

22. An independent quality control inspector ("*Independent*" means not a direct employee of the permittee or dredging contractor) shall observe all dredging operations, and inspect each disposal vessel prior to its departure for SF-DODS. The inspector shall certify (along with the disposal vessel captain) whether the specifications on the approved Scow Certification Checklist have been met. The inspector shall promptly inform the permittee whether there are any inaccuracies or discrepancies concerning this information, and shall provide a summary for the calendar month in a report to EPA and USACE by the **15th day of the following month**.

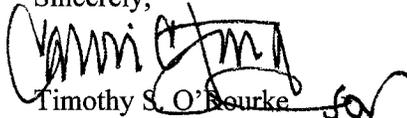
23. The permittee shall report any anticipated, potential, or actual violations of the above Ocean Disposal Special Conditions to the District Engineer and the Regional Administrator **within 24 hours** of discovering such a situation. If any anticipated, potential, or actual permit violations occur within the boundaries of a National Marine Sanctuary, the permittee must also report any such situation to the relevant Sanctuary office within 24 hours. In addition, the permittee shall prepare and submit a report of violations, certified accurate by the independent quality control inspector, on a weekly basis by noon Monday, to the District Engineer and the Regional Administrator.

24. The permittee must make arrangements for independent observers (*"Independent" means not a direct employee of the permittee or dredging contractor*) to be present on disposal vessels for the purpose of conducting shipboard surveys of seabirds and marine mammals. Observers shall employ standardized monitoring protocols, as referenced in the most current SMMP Implementation Manual. At a minimum, the permittee shall ensure that independent observers are present on at least one disposal trip during each calendar month that disposal occurs, and on average at least once every 25 vessel trips to the SF-DODS.

25. Following the completion of ocean disposal operations, the permittee shall submit to the District Engineer and Regional Administrator a completion letter summarizing the total number of disposal trips and the overall (in-situ) volume of material disposed at SF-DODS for the project, and whether any of this dredged material was excavated from outside the areas authorized for ocean disposal or was dredged deeper than authorized by the permit.

Except for the above modification, all terms and conditions of the original permit remain in effect.

Sincerely,



Timothy S. O'Rourke
Lieutenant Colonel, Corps of Engineer
District Engineer

Enclosures

Copy Furnished:

US EPA, San Francisco, CA (Attn: Brian Ross)
US NMFS, Santa Rosa, CA



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197
NOV 12 2002

Regulatory Branch (1145b)

SUBJECT: Permit No. 230132S

LETTER OF MODIFICATION

Ms. Rosemary Slabaugh
California Department of Transportation
SFOBB – Skyway Project
345 Burma Road
Oakland, California 94607

Dear Ms. Slabaugh:

In response to your letter of November 5, 2002 seeking a modification of permit No. 23013S dated December 4, 2001, Permit No. 23013S is hereby modified under the provisions of 33 CFR 325.7(b) to authorize the construction of a temporary north access trestle from the north side of the Oakland Mole, extending between the existing bridge and the eastbound lanes of the new bridge. Work shall be carried out in accordance with the attached plans labeled: "North Trestle, S.F.O.B.B. Skyway Project – Caltrans Contract No. 04-012024" dated October 22, 2002, in two sheets. Except for the above modification, all terms and conditions of the original permit remain in effect.

Should you have any questions regarding this matter, please call Bob Smith of Regulatory Branch at 415-977-8450. Please address all correspondence to the Regulatory Branch and refer to the file number at the head of this letter.

ORIGINAL SIGNED
Sincerely,
Calvin C. Fong
For

Michael McCormick
Lieutenant Colonel, Corps of Engineers
District Engineer

Enclosures

US F&WS, Sacramento, CA
US EPA, San Francisco, CA
US NMFS, Santa Rosa, CA
CA BCDC, San Francisco, CA
CA F&G, Yountville, CA
CA RWCQB, Oakland, CA



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197

APR 11 2005

Regulatory Branch

SUBJECT: File Number 230133S

LETTER OF MODIFICATION

Ms. Susan Burke
California Department of Transportation
333 Burma Road
Oakland, California 94607

Dear Ms. Burke:

This letter is written in response to your request for a modification of Permit No. 23013S dated December 4, 2001. Permit No. 23013S is hereby modified under the provisions of 33 C.F.R. Section 325.7(b) to authorize the discharge of 3,000 cubic meters of fill material to create a sand flat in San Francisco Bay in the North Basin within Eastshore State Park in the City of Berkeley, Alameda County, California. The work shall be carried out in accordance with the North Basin Mitigation Pilot Program Work Plan.

Except for the above modification, all terms and conditions of the original permit remain in effect.

Should you have any questions regarding this matter, please call Bob Smith of our Regulatory Branch at 415-977-8450. Please address all correspondence to the Regulatory Branch and refer to the File Number at the head of this letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Philip T. Feir".


Philip T. Feir
Lieutenant Colonel, U.S. Army
Commanding



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197

AUG 15 2005

Regulatory Branch

SUBJECT: File Number 230134S

LETTER OF MODIFICATION

Ms. Melissa Barrow
Department of Transportation
SFOBB-Skyway Project
345 Burma Road
Oakland, California 94607

Dear Ms. Barrow:

This letter is written in response to your letter of May 10, 2005 seeking a modification of Permit No. 23013S dated December 4, 2001. Permit No. 23013S is hereby modified under the provisions of 33 C.F.R. Section 325.7(b) to authorize the installation of a 3,600 meter long, 35 Kilovolt Navy submarine cable between the Oakland Mole and Treasure Island in San Francisco Bay. The cable will be laid by jet plowing the cable 2 meters below the mud line south of and parallel to the existing submarine cable, which will be abandoned. Work shall be carried out in accordance with the attached plans labeled "Navy Submarine Cable Replacement" dated 7/22/05 in three sheets.

Except for the above modifications, all terms and conditions of the original permit remain in effect.

Should you have any questions regarding this matter, please call Bob Smith of our Regulatory Branch at 415-977-8450. Please address all correspondence to the Regulatory Branch and refer to the File Number at the head of this letter.

Sincerely,

for Mike Dillough

Philip T. Feir
Lieutenant Colonel, U.S. Army
Commanding

Copy Furnished:

US CG Alameda, CA
US EPA, San Francisco, CA
US NMFS, Santa Rosa, CA
CA DFG, Yountville, CA
CA RWQCB, Oakland, CA
SF BCDC, San Francisco, CA



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
333 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94105-2197

Regulatory Branch

SUBJECT: File Number 230135S

LETTER OF MODIFICATION

Ms. Melissa Barrow
Department of Transportation
SFOBB-Skyway Project
345 Burma Road
Oakland, California 94607

Dear Ms. Barrow:

This letter is written in response to your letter of July 9, 2005 seeking a modification of Permit No. 23013S dated December 4, 2001. Permit No. 23013S is hereby modified under the provisions of 33 C.F.R. Section 325.7(b) to authorize the discharge of 0.006 acres of permanent fill in waters of the U.S. and 0.54 acres of temporary fill in adjacent wetlands to construct a storm water treatment project along the shoreline of the Emeryville crescent, Alameda County, California. Work shall be carried out in accordance with the attached plans labeled "Project Plans for Construction on State Highway, in Alameda County, in Oakland and Emeryville at Various Locations from 0.7 KM West of Toll Plaza to 0.5 KM South pf Powell Street Undercrossing" in 15 sheets dated September 6, 2005.

Except for the above modification, all terms and conditions of the original permit remain in effect.

Should you have any questions regarding this matter, please call Bob Smith of our Regulatory Branch at 415-977-8450. Please address all correspondence to the Regulatory Branch and refer to the File Number at the head of this letter.

Sincerely,


Philip T. Feir
Lieutenant Colonel, U.S. Army
Commanding



DEPARTMENT OF THE ARMY
 SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
 1455 MARKET STREET
 SAN FRANCISCO, CALIFORNIA 94103-1398

Regulatory Branch (1145b)

MAY 20 2008

SUBJECT: File Number 23013S

LETTER OF MODIFICATION

Mr. Jeff Jensen
 Department of Transportation
 District 4 Toll Bridge Program
 333 Burma Road
 Oakland, California 94607

Dear Mr Jensen:

This letter is written in response to your letter of April 17, 2008 seeking a modification of Permit No. 23013S dated December 4, 2001. Permit No. 23013S is hereby modified under the provisions of 33 C.F.R. Section 325.7(b) to authorize the placement of 7,168 cubic yards of inert temporary fill in coffer cell bulk lift bags at Temporary Tower 'C' on the east side of Yerba Buena Island. Work shall be carried out in accordance with the attached plans labeled "San Francisco Oakland Bay Bridge East Span Seismic Safety Project, Temporary Tower C" in 2 sheets dated 15 February 2008.

Except for the above modification, all terms and conditions of the original permit remain in effect.

Should you have any questions regarding this matter, please call Bob Smith of Regulatory Branch at 415-503-6792. Please address all correspondence to the Regulatory Branch and refer to the File Number at the head of this letter.

SMITH *Bob Smith 5/19/08*

CESPN-R-S
~~7/15/08~~
2-May-08

Sincerely,

ORIGINAL SIGNED
 District Engineer
 Craig W. Kiley
 Lieutenant Colonel, U.S. Army
 Commanding

D'AVIGNON *MD*
CESPN-R-S
5/15/08

HICKS
CESPN-R

EDWARDS *A 20 MAY 08*
CESPN-DD

CF: Enclosures
CESPN-R-S
CESPN-R Rdg File

KILEY
CESPN-DE



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

Regulatory Division

NOV 16 2011

SUBJECT: Permit No. 23013S

Time Extension

Mr. Tony Anziano
California Department of Transportation
345 Burma Road
Oakland, California 94607

Dear Anziano:

This letter is in response to your request dated 27 May, 2011, for a time extension of permit No. 23013S. Your project was authorized on December 4, 2001, under Individual Permit 23013S, pursuant to Section 404 of the Clean Water Act (33 U.S.C. Section 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. §403), to replace the East Span of the San Francisco-Oakland Bay Bridge and demolish the existing span in San Francisco Bay between Yerba Buena Island and the City of Oakland in San Francisco and Alameda Counties.

You are hereby granted Department of the Army authorization to extend to January 1, 2022 the completion date specified in General Condition No. 1 of Department of the Army Permit Number 23013S. If the work authorized is not completed on or before January 1, 2022 this authorization, if not previously revoked or specifically extended, shall automatically expire. Except for General Condition No. 1, all conditions of the original permit remain in full force and effect.

Should you have any questions regarding this matter, please contact Bob Smith of our Regulatory Division at (415) 503-6792 or by email: robert.f.smith@ usace.army.mil. Please address all correspondence to the Regulatory Division and refer to the File Number at the head of this letter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Torrey A. DiCiro", is written over a faint, circular official stamp.

Torrey A. DiCiro P.E., PMP
Lieutenant Colonel
Commanding



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
1455 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94103-1398

JUL - 6 2012

Regulatory Division

SUBJECT: Permit No. 2005-230130S

LETTER OF MODIFICATION

Mr. Stefan Galvez-Abadia
California Department of Transportation, District 4
345 Burma Road
Oakland, California 94607

Dear Mr. Galvez:

This letter is in response to your requests dated September 13, 2011 and July 2, 2012 for a modification of permit number 2005-230130S. The San Francisco-Oakland Bay Bridge East Span Seismic Safety project was authorized pursuant to Section 404 of the Clean Water Act (CWA) of 1972, as amended (33 U.S.C. § 1344 *et seq.*) and Section 10 of the Rivers and Harbors Act (RHA) of 1899, as amended (33 U.S.C. § 403 *et seq.*) on December 4, 2011. The permit is hereby modified under the provisions of 33 CFR 325.7(b) to incorporate the following conditions. Except for the above modification, all terms and conditions of the original permit authorization remain in effect.

1. Under project description the following paragraph is added (pursuant to RHA of 1899):
To facilitate support of the existing east span during demolition, three access trestles and additional in-water falsework would be required. A Yerba Buena Island (YBI) H-pile supported access trestle (7,000 square feet) would be constructed on the southeast side of YBI. An Oakland access pile supported trestle (96,000 square feet) would be constructed on the southern side of the existing east span. A vehicular access trestle (8,000 square feet) would be constructed near the Oakland touchdown. Additionally a few of the original timber foundation piles from the existing east span (likely near the pier close to the Oakland shoreline) will be vibrated out of the mud for scientific purposes. In total a maximum of 2,540 temporary piles (18-inch to 36-inch diameter) would be installed to complete the described work. All temporary piles will be retrieved or cut 1.5 feet below the mud line. Work would be completed in accordance with the plans and drawings title, "USACE File #230130S, San Francisco Oakland Bay Bridge, June 27, 2012, Figure 1 to 6" provided as enclosure 1.

-2-

2. Under Special Conditions the following conditions is added: Within 6-months of installation of the last of the 2,540 temporary piles a post-construction report documenting the location, time, and type of pile installation shall be provided to the Corps and NMFS.

3. Under Special Conditions the following conditions is added: To remain exempt from the prohibitions of Section 9 of the Endangered Species Act, the non-discretionary Terms and Conditions for incidental take of federally-listed Sacramento River winter-run Chinook salmon, Central Valley spring-run Chinook salmon, Central Valley steelhead, Central California Coast steelhead, and North American green sturgeon shall be fully implemented as stipulated in the amended Biological Opinion entitled, "*Bridge Demolition and Dredging Activities for the San Francisco-Oakland Bay Bridge East Span Seismic Project*" (pages 1-92) dated February 6, 2012. Project authorization is conditional upon compliance with the mandatory terms and conditions associated with incidental take. Failure to comply with the terms and conditions for incidental take, where a 'take' of a federally-listed species occurs, would constitute an unauthorized take and non-compliance with the NWP authorization for your project. The NMFS is, however, the authoritative federal agency for determining compliance with the incidental take statement and for initiating appropriate enforcement actions or penalties under the Endangered Species Act.

You may refer any questions on this matter to Paula Gill of my Regulatory staff by telephone at 415-503-6776 or by e-mail at Paula.C.Gill@usace.army.mil. All correspondence should be addressed to the Regulatory Division, South Branch, referencing the file number at the head of this letter.

The San Francisco District is committed to improving service to our customers. My Regulatory staff seeks to achieve the goals of the Regulatory Program in an efficient and cooperative manner, while preserving and protecting our nation's aquatic resources. If you would like to provide comments on our Regulatory Program, please complete the Customer Service Survey Form available on our website: <http://www.spn.usace.army.mil/regulatory/>.

Sincerely,



John K. Baker, P.E.
Lieutenant Colonel, U.S. Army
Commander and District Engineer

Enclosures

-3-

Copies Furnished (w/encl 1 only):

US EPA, San Francisco, CA

US FWS, Ventura, CA

CA RWQCB, San Luis Obispo, CA