

MINUTE ITEM

This Calendar Item No. 28
was approved as Minute Item
No. 28 by the State Lands
Commission by a vote of 2
to 0 at its 12/16/82
meeting.

12/16/82
WP 3639.1
RUMP

Minute Item
28

Consideration of Bids for Lease
Of Tide and Submerged Lands at
Santa Catalina Island

During consideration of Calendar Item 28, Jack Rump, Assistant Chief Counsel summarized the staff report on the bid proposals for lease PRC 3639.1. Staff recommended that certain conditions be placed on the successful bidder and attorneys for all bidders agreed to such conditions.

The following parties appeared before the Commission:

- 1) James Radcliffe
Island Navigation Co./Seaway Co. of Catalina
- 2) Rosemary Woodlock,
Antonio Rossmann
Catalina Marine Services Corporation
- 3) Charles Greenberg
Santa Catalina Island Company
Santa Catalina Island Conservancy
- 4) Joseph Steele
Boat Owners Associated Together
- 5) Robert Johnson

After receiving testimony, based upon consideration of the staff report, the bids, and the record before the Commission, Commissioner Morgan made a motion to award the bid

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lease to the Island Company/Conservancy. The motion was seconded by Commissioner Ackerman, and the award made and the following Resolution was approved by a vote of 2-0:

THE COMMISSION:

- (1) FINDS THAT THE THREE BIDS WERE SUBMITTED IN SUBSTANTIAL COMPLIANCE WITH THE PROCEDURAL REQUIREMENTS FOUND AT PAGES 9 THROUGH 16 OF THAT BID SOLICITATION DATED SEPTEMBER 8, 1982, AS AMENDED NOVEMBER 16, 1982, ENTITLED "SOLICITATION OF BIDS FOR A LEASE OF SUBMERGED LANDS AT SANTA CATALINA ISLAND, LOS ANGELES COUNTY, CALIFORNIA" (HEREINAFTER "SOLICITATION").
- (2) FINDS THAT ISLAND NAVIGATION COMPANY AND SEAWAY COMPANY OF CATALINA SUBMITTED A JOINT BID OF \$276,000 AS ANNUAL RENTAL; THAT CATALINA MARINE SERVICES SUBMITTED A BID OF \$252,000 AS ANNUAL RENTAL; AND THAT THE SANTA CATALINA ISLAND COMPANY AND THE SANTA CATALINA ISLAND CONSERVANCY SUBMITTED A JOINT BID OF \$206,500 AS ANNUAL RENTAL.
- (3) FINDS THAT EACH OF THE BIDDERS HAS DESCRIBED, PURSUANT TO SECTION IV, UNIT 1 OF THE SOLICITATION, THE MEANS BY WHICH THEY WILL PROVIDE THE SERVICES REQUIRED UNDER LEASE PRC 3639.1 TO CONTINUE EXISTING OPERATIONS.

- (4) FINDS THAT EACH OF THE BIDDERS HAS ACCEPTED THE LIMITATIONS ON FEES SET FORTH IN SECTION IV, UNIT 2 OF THE SOLICITATION.
- (5) FINDS THAT EACH OF THE BIDDERS HAS SUBMITTED THE FINANCIAL DATA REQUIRED BY SECTION IV, UNIT 3, OF THE SOLICITATION; AND THE CAPITAL INVESTMENT DATA REQUIRED BY UNIT 4, OF THAT SOLICITATION; AND THAT BASED UPON THE MATERIALS SUBMITTED EACH OF THE BIDDERS IS FINANCIALLY QUALIFIED TO BID ON THIS LEASE.
- (6) FINDS, BASED UPON A CAREFUL REVIEW OF THE BID AND THE STAFF REPORT, INCORPORATED HEREIN BY REFERENCE.
- (A) THAT GARBAGE DISPOSAL, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL NOT HAVE A SIGNIFICANT EFFECT UPON THE ENVIRONMENT;
- (B) THAT HARBOR PATROL SERVICES, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL RESULT IN ESSENTIALLY THE SAME PATROL BOAT SERVICE AS CURRENTLY EXISTS, AND WILL THEREFORE CREATE NO SIGNIFICANT EFFECT ON THE ENVIRONMENT;
- (C) THAT THERE ARE 720 MOORINGS ON THE LEASE PREMISES, AND THAT SERVICE AND REPLACEMENT OF THESE MOORINGS, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL

NOT REPRESENT ANY CHANGE FROM THE EXISTING OPERATIONS OR HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(D) THAT FRESH WATER WILL BE SUPPLIED BY BIDDER FROM EXISTING SOUTHERN CALIFORNIA EDISON FACILITIES ON THE ISLAND, AND THAT USE OF THIS SOURCE DOES NOT REPRESENT A CHANGE FROM THE EXISTING OPERATION OR HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(E) THAT SHOREBOAT AND OTHER WATER TRANSPORTATION, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL RESULT IN ESSENTIALLY THE SAME LEVEL OF SERVICE AS EXISTS UNDER THE CURRENT OPERATIONS, AND WILL THEREFORE HAVE NO SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(F) THAT THE RENDERING OF THE HEALTH AND SAFETY SERVICES, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION; ESSENTIALLY CONTINUES THE EXISTING OPERATION AND WILL THEREFORE NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(G) THAT THE TOWING AND MECHANICAL SERVICES TO BE PERFORMED UNDER THE TERMS OF THE LEASE, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL CONTINUE ESSENTIALLY THE LEVEL OF SERVICE AND WILL THEREFORE HAVE NO SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(H) THAT NO OTHER PERTINENT FACETS OF THE PROPOSED LEASE OPERATION WILL EFFECT A MATERIAL CHANGE IN EXISTING LEASE OPERATIONS OR HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(I) THAT THE PROPOSED LEASE OPERATION, CONSIDERED AS A WHOLE AND CONSIDERING ALL ITS ELEMENTS, CONSTITUTES THE CONTINUED OPERATION OF EXISTING FACILITIES IN THE LEASE AREA; and

(J) THAT THE ACCEPTANCE OF THE JOINT LEASE BID SUBMITTED BY SANTA CATALINA ISLAND COMPANY AND SANTA CATALINA ISLAND CONSERVANCY THEREFORE CONSTITUTES A PROJECT CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT UNDER THE PROVISIONS OF PUBLIC RESOURCES CODE §21084, TITLE 14 CAL. ADMIN. CODE §15101 AND TITLE 2 CAL. ADMIN. CODE §2905(A)(2) (EXISTING FACILITIES). THIS FINDING IS BASED ON THE EVIDENCE IN THE RECORD AND THE ANALYSIS CONTAINED IN THE STAFF REPORT, WHICH ARE INCORPORATED INTO THESE FINDINGS BY REFERENCE.

7. FINDS THAT THE LEASE PREMISES ARE LANDS IDENTIFIED PURSUANT TO PRC 6370 ET SEQ. AS ENVIRONMENTALLY SIGNIFICANT, AND THAT THIS PROPOSED ACTIVITY WILL RESULT IN NO SUBSTANTIAL OR POTENTIALLY SUBSTANTIAL ADVERSE ENVIRONMENTAL IMPACTS ON THE ENVIRONMENTALLY SIGNIFICANT VALUES IDENTIFIED THEREIN.

8. FINDS THAT THE SANTA CATALINA ISLAND COMPANY AND THE SANTA CATALINA ISLAND CONSERVANCY IS THE BEST QUALIFIED LEASE APPLICANT BASED UPON THE EVIDENCE BEFORE THE COMMISSION.

9. AWARDS TO THE SANTA CATALINA ISLAND COMPANY AND THE SANTA CATALINA ISLAND CONSERVANCY LEASE PRC 3639.1 AS AMENDED BY THE SUPPLEMENTAL AGREEMENT TO LEASE PRC 3639.1, AS BOTH WERE AMENDED BY THE COMMISSION ON NOVEMBER 16, 1982, AND SUBJECT TO:

- (A) THE TERMS AND CONDITIONS SET FORTH THEREIN; AND
- (B) THE ADDITIONAL CONDITIONS ATTACHED HERETO WHICH ARE APPLICABLE TO THE PARTY AWARDED THE LEASE.

10. AUTHORIZE STAFF AND/OR THE OFFICE OF THE ATTORNEY GENERAL TO TAKE ANY AND ALL STEPS NECESSARY, INCLUDING LITIGATION, IN ACCORDANCE HERewith.

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CONDITIONS
ISLAND COMPANY/CONSERVANCY

1. An "Emergency Response Plan" shall be submitted to the Commission and approved by the Executive Officer prior to giving notice of readiness to assume the lease. The plan shall address responses to fire, health, police, weather and Tsunami emergencies, including a warning system therefor. It shall be prepared in consultation with all affected parties and should include, but not be limited to specific requirements for: personnel training and practice drills; personnel levels required to be "stationed" ready to respond at specified locations for each type of emergency; and protection of water-based service facilities.

2. All wastes generated from the lease area shall be stored and disposed of in compliance with all applicable, federal, state, and local public health laws, regulations, and standards.

3. The Santa Catalina Island Company/Conservancy shall provide documentation satisfactory to the Executive Officer that it has secured all necessary leases, governmental permits, and other approvals incident to its operation under this lease prior to the giving of notice necessary to take possession of the lease premises.

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STAFF REPORT

ON BIDS RECEIVED ON
NOVEMBER 29, 1982 FOR
A LEASE OF TIDE AND SUBMERGED LANDS
AT SANTA CATALINA ISLAND

WP 3639.1

November 16, 1982

I INTRODUCTION

Since 1950, certain tidelands and submerged lands surrounding Santa Catalina Island have been managed under lease from the State Lands Commission by the Santa Catalina Island Company, in recent years in conjunction with the Santa Catalina Island Conservancy. These lands have been used for recreational boat moorings and related services and facilities.

Under former lease, PRC 3639.1, which expired on December 31, 1981, Company/Conservancy paid \$19,217.86 per year in rental to the State.

In late 1981, the Commission solicited bids for a lease to take effect upon expiration of the prior lease. Three bids received pursuant to that solicitation were rejected by the Commission; the Commission then issued to the Company/Conservancy a fifteen year lease, reserving to the State

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a right to substitute another lessee within the first three years of the new lease. Annual rental under the lease issued to the Company/Conservancy is to be calculated as 20% of gross receipts, with a minimum payment of \$125,000. After considerable study and input by the three parties interested in the lease, the Commission developed a new Solicitation of Bids for lessee substitution in the new lease. Under this 1982 Solicitation, rental will be based on a flat annual rate.

II. THE 1982 BID SOLICITATION

The 1982 Solicitation was issued September 8, 1982, and amended by Commission action on November 16, 1982. Bids were received on November 29, 1982, and were opened publicly by Commission staff subsequent to 2:00 p.m. on that date. All Commissioners have been provided with a complete copy of each bid. The bids are incorporated herein by this reference.

It was specified in the 1982 Solicitation that award of the bid would be based upon consideration of the following:

1. Type and quality of services to be provided to continue existing operations;
2. Financial responsibility of the bidders to perform the provisions of the lease;

3. The rental factor submitted; and
4. Categorical exemption of the proposal from CEQA.

It was provided that the weight to be given each of the foregoing elements shall be at the sole discretion of the State Lands Commission. The Commission reserved the right to reject any and all bids.

III. THE BIDS

Three bids were received and are briefly highlighted below. An analysis of each of these bids relative to the four factors set forth in Section II above follows this section.

1. Santa Catalina Island Company/Conservancy

The Company/Conservancy submitted the lowest bid of \$206,500 as annual rental. They propose to continue their present form of management of the lease premises, without any substantial operational changes. They have described in detail the services they now provide, and will continue to provide should they be awarded this bid.

The Company/Conservancy have submitted as a part of their bid a "Preliminary Environmental Assessment," prepared in June, 1982, by Bright and Associates of Anaheim. The consultant

analyzes the potential impact of two "lease scenarios": Level One is based upon a continuation of existing operations, with minor additions and changes to equipment and services; Level Two is defined as a total replacement of the current operation, with all replacement services being rendered from water based structures. The project described as Level Two is clearly hypothetical, and is based upon a review of bids submitted by CATMAR and Island Navigation Company in 1981, and upon observations of the lease area and current operations.

It is important to note that the hypothetical "scenarios" do not factually fit the proposed operations of the other two bidders.

2. Catalina Marine Services (CATMAR)

Catalina Marine Services Corporation submitted a bid of \$252,000 as annual rental. They propose to manage the lease premises from vessels moored to existing moorings located on the lease premises, and from land bases in Avalon and San Pedro. Most of their operations employees will live aboard vessels moored on the lease premises. Proposed administrative staff are permanent residents of Avalon. The two largest vessels to be used by CATMAR for lease management and residential purposes

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will be located in Catalina Harbor (a 56' US Navy LCM) and in Isthmus Cove (a 115' US Navy LCU 1466 class).

CATMAR has proposed several concepts which they believe will increase mooring availability to the general boating public, improve services to the boaters, and mitigate on-going environmental impacts of the existing operation. CATMAR has submitted with its bid a "Certificate of Opinion" by Antonio Rossman, attorney and Professor of Law at Hastings College, that CATMAR's bid is categorically exempt from CEQA under current interpretations of CEQA and the State CEQA Guidelines.

3. Island Navigation Company, Inc., and Seaway Company of Catalina (IN/S)

Island Navigation/Seaway submitted the highest bid of \$276,000 as annual rental. They propose to manage the lease premises in two basic components: the East Tidelands Area, from Avalon to Long Point; and the West Tidelands Area, from Long Point to West End and Little Harbor to West End. Island Navigation/Seaway will maintain a water-based Harbor Master's Office on a 25' x 60' Float at Isthmus Cove.

Employees will be housed in Avalon. Mooring

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maintenance yards and heavy mechanical services will be provided on the mainland at Long Beach and Wilmington. Administrative headquarters will be located in Avalon.

In addition to providing services required by the lease, IN/S proposes to remove from the lease premises, where reasonable and practicable, abandoned mooring equipment and other debris lying on the ocean floor. Finally, Island Navigation/Seaway will provide periodic aerial surveillance of the lease premises, and will provide water taxi service between Catalina and the mainland.

Island Navigation/Seaway assert that their proposal would create no significant environmental impact, and, in fact, would result in diminished impact on the area.

IV. COMPARATIVE ANALYSIS OF BIDS

A. Type and Quality of Services

There are attached hereto as Exhibit "A" several comparative charts which are designed to show services to be provided by each of the bidders, and the methods by which these services will be provided. Based upon the information provided in each of the bids and summarized on these charts, staff has

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made the following analyses of the type and relative quality of services proposed by the three bidders.

Services required to be provided under the lease are divided into eight (8) categories as follows:

1. Garbage pick up
2. Harbor patrol
3. Health and safety
4. Towing
5. Mechanical services
6. Mooring service
7. Water reprovisioning
8. Water transportation (shoreboats, coastal shuttle)

In each category, bidders were asked to detail how they proposed to provide the various services required.

Garbage pickup:

All bidders propose to assign three vessels to comply with the lease required minimum of boatside garbage pickup once a day. The primary difference between bidders' proposals in this regard is the choice between 16' outboard-powered work

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skiffs and 24' or longer inboard/outboard boats. IN/S would use three skiffs, CATMAR would use three of the larger boats, while the Company/Conservancy currently employs one skiff and two 24' boats. During periods of light use, harbor patrol boats will perform this duty as well as supplement the assigned vessels during periods of heavy use.

Several operational differences exist between the proposals. The main differences are in methods and facilities used in handling and disposing of the waste.

The Company/Conservancy utilizes their three vessels by having them patrol each cove once a day during the summer. During the remainder of the year, harbor patrol boats pick up garbage from boaters daily. Trash is then transported to either the Isthmus or Catalina Harbor Piers from where it is taken by truck to a Conservancy owned, state-approved dumpsite. The Company/Conservancy also maintains trash bins in conjunction with their shoreside operations. These are used free of charge by boaters to dispose of their own refuse when they come ashore.

CATMAR proposes having their three vessels patrol each cove once a day during the summer, holidays and on weekends. Low season weekdays will be serviced by harbor patrol boats. Waste will then be taken to CATMAR's Harbor Service Facility at

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either Isthmus Cove or Catalina Harbor. Boaters may also take their trash directly to these facilities for disposal. CATMAR proposes to charge 50 cents per bag to do this. This fee is not scheduled in Unit 2 of the Bid Solicitation and therefore may not be charged. Fifty cubic yard containers will be used to collect the garbage which will then be taken by boat at least twice a week to San Pedro for commercial disposal. CATMAR also proposes to provide boaters with color coded bags for segregation of recyclable materials.

Island Navigation/Seaway would have their vessels patrol the coves to provide once a day boatside collection. Waste will then be taken either to Float #5 at Avalon for disposal at the Avalon City Dump or a mainland disposal site. The City of Avalon has informed the Commission that the City Dump will not be leased by the City after 12/31/82. They also believe a permit from them will be necessary for the uses proposed by IN/S for Float #5. Further information obtained from IN/S indicates that trash would be collected at a barge in the Isthmus area for later transportation to a mainland disposal site if Avalon facilities are unavailable.

The operation described in the IN/S proposal was initially vague as to how it would handle large volumes of trash collected on the opposite end and side of the island. This led

to further questions about the distance and time involved in transporting the loaded trash boat to Avalon before it could resume patrol. The information subsequently provided by IN/S clarifies the proposal and substantially reduces concerns as to the actual ability of IN/S to perform this service as required by the lease. Garbage collection boats would be able to offload onto the barge more frequently and with less travel involved.

Harbor Patrol:

The Company/Conservancy proposes to utilize 13 boats for Harbor Patrol purposes. CATMAR would use 12 patrol vessels including two Hovercrafts to provide Harbor Patrol Services. Island Navigation/Seaway Co. propose to use seven vessels and an airplane to patrol the lease premises.

Health and Safety:

All bidders would respond to developing emergency situations through use of harbor patrol boats and personnel. Other vessels would be used as necessary.

Towing:

All bidders list a range of boats available for and capable of towing vessels in a distress situation.

Mechanical Services:

All bidders would use small skiffs for all mechanical repairs possible without removal of the boat from the water. The Company/Conservancy maintains a maintenance/repair facility in the Two Harbors area. CATMAR proposes to perform mechanical services on their Harbor Service Facilities and when necessary at a Terminal Island machine shop. Island Navigation/Seaway Co. would do out-of-water repairs at their Avalon boatyard. Each would include experienced mechanics on their personnel rosters.

Service of Moorings:

Lease required inspection, maintenance, and repair of moorings would be accomplished by each bidder through use of work skiffs and a larger vessel or vessels. The Company/Conservancy have 419 moorings and land based support equipment (trucks, hoists) in addition to their mooring service facility at Two Harbors. CATMAR will service moorings at their Harbor Service Facilities and at the Terminal Island Facility. Mooring service will be conducted by Island Navigation/Seaway Co. at the Avalon boatyard and the Long Beach mooring maintenance yard. They list support equipment (cranes, forklifts) in addition to 500 Catalina-type moorings.

Water:

A major area of differences between bidders are in proposals for lease required water reprovisioning. The Company/Conservancy would continue to offer self-serve water supplied from hoses at the Isthmus Pier and Catalina Harbor dinghy dock 24 hours a day. This water is obtained from the main Southern California Edison system on the island.

CATMAR proposes to offer water to boaters from their two Harbor Service Facilities at Catalina and the Isthmus. Four 1,000 gallon tanks would be located on each facility for service from at least eight to five daily. Water would be transported as needed from the mainland aboard the Intrepid Enterprise. Chlorination treatment would be performed on the Service Facility boats.

Island Navigation/Seaway's proposal is to offer water at Float #5 at Avalon. At the Isthmus, they plan to connect a hose to Southern California Edison's system and run it out to a float from which boaters may refill their water storage containers. A barge with a 10,000 gallon tank would also be available for service. The City of Avalon has questioned whether the large supplies required under the lease would be available from Southern California Edison's already limited

capacity. Boating consumption is expected to remain at present levels.

Water Transportation:

All bidders have proposed the use of a variety of vessels for transporting boaters to and from shore, between points on the island and for charters as booked. The Company/Conservancy has four primary vessels with a total capacity of 137 passengers. Service would be supplemented by use of Harbor Patrol units as necessary.

CATMAR has three vessels with a passenger capacity of 121. In addition, they would use their two Hovercrafts with a capacity of six passengers each. The latter proposal would be necessarily restricted or eliminated based on the environmental analysis and recommendations below.

Island Navigation/Seaway currently perform water taxi services out of Avalon up to the Isthmus. Four of their proposed five boats would be committed to continuation of this service during summer months (two vessels during the winter).

In addition, the four Harbor Patrol boats that they would acquire would be designed to accommodate 20 passengers

each. Water transportation would be provided by this combination of vessels.

B. Financial Responsibility

As stated in the Bid Solicitation (pg. 73) all financial records and data were received in confidence.

The financial information submitted by the three bidders has been summarized and provided to the Commission. The analyses are based on the confidential data submitted and indicate the financial conditions as of their Balance Sheet dates.

The relative financial strength of the three bidders has been developed on a subjective basis. This basis employed five selected factors with subjective weights assigned to each of these factors and point values assigned for each factor to each bidder.

The results of the above rating system indicate that joint bidders Santa Catalina Island Company and Santa Catalina Island Conservancy are in the strongest position financially, followed by joint bidders Island Navigation Company and Seaway Company, and finally, Transpacific as guarantor for CATMAR.

The analysis is not intended to be all-inclusive but rather a comparison of the most important financial items of the bidders. This analysis does not indicate that any of the three bidders should be disqualified as of their Balance Sheet dates.

C. Rental Factor

Amounts bid as fixed annual rental subject to rent review as provided in Section 4, Paragraph of the lease, are as follows:

- | | |
|-----------------------------|-----------|
| 1. Company/Conservancy | \$206,500 |
| 2. CATMAR: | \$252,000 |
| 3. Island Navigation/Seaway | \$276,000 |

D. Categorical Exemption From CEQA

The Solicitation (page 7) requires that activities under the lease must be of a nature so as to have no significant effect on the environment, and such as to be categorically exempt from the provisions of CEQA pursuant to the State CEQA Guidelines, 14 California Administrative Code Sections 15100 et. seq.

Pursuant to Public Resources Code Section 21084, the Secretary for Resources has found that certain classes of

projects do not have a significant effect on the environment, and has declared them to be categorically exempt from EIR requirements. These classes are defined at Sections 15101-15129 of the California Administrative Code. However, the use of categorical exemptions is limited by C.A.C. Section 15100.2:

" . . . a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances"

"Significant Effect on the Environment" is defined in CAC Section 15040 as:

" . . . a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the activity including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

It has been held that "the reasonable possibility of a significant environmental effect must be supported by a fair argument, based on substantial evidence. (No Oil, Inc. v. City of Los Angeles, 13 Cal. 3d 68, 75; see also Guidelines, §15084, subd. (b), for a similar requirement.)" Dehne v. County of Santa Clara, 115 Cal. App. 3d 827, 844 (1981).

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Therefore in order to make a finding that each of the three bids is categorically exempt from EIR requirements, the Commission must conclude that each proposal carries with it no reasonable possibility of a significant effect on the environment.

In this light, staff presents the following analysis of each of the bids relative to whether any of them may in fact have a significant effect on the environment. Potential environmental consequences of each of the three bids will be discussed individually below within the following framework:

A. GARBAGE PICKUP

The Island Company/Conservancy proposes to continue its current operation of three vessels, two operating in Isthmus Cove and one in Catalina Harbor. Vessels are unloaded and the garbage trucked to an Island Co. owned disposal site west of the Isthmus. Based on information submitted by the Island Co., pick-up boats collect approximately 1/6 of the solid waste produced by boaters. The remaining 5/6 of the wastes are brought ashore by boaters. Since this constitutes a continuation of the present operation, it will not result in any new impacts on the environment.

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Cat Mar proposes the use of three vessels which would collect wastes from boaters and deposit them in 50 yd. 3 containers on service facilities. Boaters may also deposit garbage at the service facility. At least twice a week, these wastes would be barged to San Pedro. Ocean Refuse Hauling Co. would then haul the garbage to an approved disposal site.

The Island Navigation Co. proposes to use three vessels which would collect wastes from boaters. These would then be transported to the Avalon City Dump or to the mainland.

Staff investigation reveals that solid waste transported to the mainland as a part of the lease operation may be burned to produce electrical power at an energy conversion facility in Long Beach.

Analysis of Cat Mar Proposal

There does not appear to be any provision for liquid waste disposal or for the separation of liquid from solid wastes. There are no provisions specified for the control of leakage or spills. In order to avoid any potential problems, the Commission could require Cat Mar to separate liquid from solid wastes on the service facility barges. The Hazardous Material Management Section of the State Department of Health

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Services has advised staff that each company and barge operator must be certified and registered with the Hazardous Waste Branch of the Department of Health Services in order to permit them to transfer liquid wastes. This entails a vessel leakage test. Requiring such certification could be included as a lease provision. The Solid Waste Management Board has stated that the barge activities do not constitute a waste transfer station and do not, therefore, require permits from that agency.

Analysis - Island Navigation/Seaway

The City of Avalon has stated that the City Council has not yet approved the use of Float #5 as the receiving point for waste from the lease area. The Avalon dump is neither owned nor leased by the City after December 31, 1982 and its use by the lessee may shorten its useful life. There may be problems caused by accumulated trash at Float #5. Furthermore, the City has neither considered nor approved the use of city streets for traffic associated with additional garbage collection services. Island Navigation/Seaway have clarified their proposal to respond to the problems associated with Avalon Float #5, if the Avalon site is not available. A barge at the Isthmus will serve as a collection point for rubbish prior to transportation to the mainland.

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As solutions, the Commission may wish to require that the transference of waste from the off-loading point to final destination must be accomplished in a timely manner to avoid any possible impacts associated with accumulation. If the dump or other island disposal site is unavailable, waste transport to the mainland would be the only alternative. This transference would be covered as discussed under CATMAR (above). As with CATMAR, liquid-solid separation must be conditioned so as to occur in an environmentally sound manner. If Island Navigation Co. is unable to provide shoreside facilities for boaters to deposit their wastes, increased trash-boat pickup service must be provided to accommodate existing peak-period levels.

B. HARBOR PATROL

The Company/Conservancy proposes to continue the use of their existing boats (including one under construction). No change or significant adverse environmental impact is expected from the proposed operations.

Analysis - Cat Mar

Cat Mar will utilize 12 vessels; two of which are Hovercraft. The remaining 10 vessels will be comparable to

those currently used by the present lessee.

It has been suggested that the use of hovercraft could have noise, biological and air quality impacts on the lease areas because of the lack of specific information regarding these impacts, and in order for the Commission to ensure that such impacts do not arise, the Commission could condition its lease to permit the use of conventionally powered harbor patrol craft only.

Analysis - Island Navigation/Seaway

Island Navigation/Seaway proposes to use seven conventional boats and a light airplane.

It is expected that this proposal will have substantially the same effects as those of the current operation.

C. HEALTH & SAFETY

The ability to respond to Tsunami and weather storm emergencies is particularly important because of the possible effects accidents could have on the marine and nearshore land environment of Santa Catalina Island.

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Tsunamis are seismically induced events which may occur at any time and cause on-land damage due to runup as well as tear vessels away from their moorings and cause them to crash into one another. Only Catalina Harbor is physically located so as to be affected by Tsunamis. Because of the generally fixed nature of land-based facilities, it is much more difficult and costly to protect them from Tsunami damage than it is to protect water-based facilities. The most effective way to avoid damage to water-based facilities is to remove boats, barges and the like from their moorings and send them into deeper water where the Tsunami effects will not cause property damage.

As presented by information from the Island Co., 6-8 Tsunami runups have occurred during the past 25 years, with runups as high as 11 feet above mean high tide. Typically, warning time is less than 12 hours.

The principal difference between the Island Company's and the other two bids is in the location of land-based services for their operations. All of the bidders conduct a substantial amount of their services from water-based facilities. All of the bidders submit that they will be able to respond effectively to expected emergencies.

Analysis - All Proposals

With a several-hour warning period, even during the busiest time of the year, it is expected that the boats, as well as the bidders' service facilities, could put to sea and avoid adverse environmental impacts as described herein.

The Island Company/Conservancy proposes to continue current practices which have been effectively employed in the past. Island Navigation/Seaway and Cat Mar propose to notify boats of coming Tsunamis by other means, including the use of radio, and service and harbor patrol personnel. There is no evidence to the contrary that all three bidders' proposals could effectively avert adverse Tsunami impacts.

Cat Mar proposes to use two hovercraft for emergency response. Because of the questions raised regarding the use of hovercraft in the lease area, as discussed in the Section on "Harbor Patrol", the Commission could prohibit its use at this time.

The Commission could condition the lease to require any successful bidder to submit an "emergency response plan" to be approved by the Executive Officer prior to the lessee's assuming the lease on a permanent basis. Such a plan should be

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prepared in consultation with all affected agencies and should include, but not be limited to, requirements for personnel training and drills, personnel levels required to be "stationed" on Harbor Patrol boats and/or at other service facilities under certain expected weather condition for any of the lease areas, and protection of water-based service facilities.

It should also be noted that the courts have held that in the event of public necessity in the face of great danger, private property may be used to avert the danger. Thus, it may be possible that if it were necessary to the public safety in the event of severe storm conditions, boaters could be placed ashore on the privately owned uplands.

D. TOWING

Analysis - All Proposals

Because existing levels of service are expected to be substantially the same, towing considerations do not appear to present any possible significant environmental impact questions.

E. MECHANICAL SERVICES

Because the services rendered provide essentially the same function, Mechanical services do not appear to present any potentially significant environmental impact questions.

F. MOORING SERVICESAnalysis - Cat Mar & Island Navigation/Seaway

Drawings provided by Cat Mar and Island Navigation/Seaway show no scope on bow and stern chains. That is, the drawings show chains dropping vertically, straight from buoy to weight. Both bidders have assured staff that this is the result of artistic license taken by their artists and that, in fact, their chains are of the type used by the Island Co.

Cat Mar has also proposed to use "power-driven" or "embedded anchor" moorings, where appropriate. Such moorings may result in environmental impacts such as disturbances to sand bottom flora and fauna in the mooring areas during installation, inspection and replacement as required under the terms of the lease. It has also been suggested that electrolytic action may, over time, corrode the metal components of the anchors of such a mooring, which may lead to a safety problem in the mooring area.

In order to avoid adverse environmental effects resulting from the use of such moorings, the Commission could prohibit their use under terms of this lease.

G. WATER

Analysis - All Proposals

Both the Island Company/Conservancy and the Island Navigation Co./Seaway propose to use local water supplies to serve the lease area via a Southern California Edison water supply line. The demand on the Island's water will be substantially the same under either proposal.

Cat Mar's proposal to import water from the mainland will result in a reduced demand on the Island's water supply.

H. SHOREBOATS AND OTHER WATER TRANSPORTATION

Analysis - All Proposals: Boat Use

The only possible change in environmental impact resulting from shoreboat use is associated with hovercraft. The prohibition of the use of hovercraft under this lease will avoid any possibility of adverse shoreboat related environmental

impacts on the environment. Also, because the services they will offer are substantially the same as those currently available, no potential environmental impacts are expected from the provision of coastal shuttle services.

Analysis - All Proposals: Air Quality

Air quality is not considered to be a problem in the Santa Catalina Island area because ocean breezes quickly disperse air emissions from boats and vehicles.

The cumulative impact of air emissions for any of the proposals is not expected to be significantly different. Additional water transportation trips, such as for waste disposal, water supply and mooring servicing, may be generated by the Island Navigation/Seaway and Cat Mar proposals. Conversely, however, waste disposal and mooring servicing trips on the Island and the burning of solid waste will be drastically reduced as a result of such activities. A major source of air emissions in the Two Harbors area will thereby be substantially eliminated.

The new boat trips generated by Cat Mar and Island Navigation Co./Seaway are very few compared to the total boat traffic around the Island and those to and from the mainland.

Therefore, such emissions are too insignificant as a contributor to the air pollution problem in the area under consideration, especially when viewed in the context of the local meteorological conditions.

These conclusions have been concurred with through informal contact with the staff of the Los Angeles County APCD.

I. ADDITIONAL FACTORS

Comments have been made in the areas of aesthetics, noise, housing and economics which do not fall under the service headings discussed in Unit 1 of the bids.

Views and Aesthetics

It was asserted that an introduction of a number of "permanent" service barges will significantly change the visual aspects of the various coves and harbors and there will be a significant impact upon the visual qualities of the lease areas. This is speculation. This assertion was based on Cat Mar's original plan incorporating large barges, upon which the concerns are predicated, was modified; proposed vessels are smaller with minimal visual impact.

Noise

The majority of the noise generated by Cat Mar or Island Navigation operations will not substantially differ from Island Company operations. However, it was assumed that a number of fuel-powered generators will operate on a 24-hour basis. It was suggested that a comprehensive noise study is needed to ensure that noise levels do not create an undue nuisance to boaters and residents.

The assumption here is conjecture. This is speculation in that there is no evidence of such noise production and does not take into account battery systems and the like for late hour usage.

Housing

The concern was raised that all housing (Cat Mar and Island Navigation) will be provided on barges and personal vessels. This is incorrect. Employees with land-based residences will either rotate shifts with water-based employees or will commute from Avalon or the mainland. This area again is speculation. Cat Mar and Island Navigation will actually employ fewer people than the current lessee and require fewer numbers of residential facilities. Both Cat Mar and Island Navigation Company have

arranged for adequate housing for employees, mostly on live-aboard vessels, creating no need for a substantive analysis of housing impacts.

Economics

Concerns were stated that mooring rates will be raised by 33.3% over those charged in 1981. The additional cost to boaters may be prohibitive for some. This is a moot point as there is no change whatsoever from the present rates charged.

Other economic concerns on the economic effect on the Two Harbors community is speculative and not based on any credible evidence.

V. COMMISSION ALTERNATIVES

As was discussed in Section II, above, the weight to be given each of the factors to be considered in awarding the bid is totally within the discretion of the Commissioners. Each of the three bidders has submitted an annual rental factor, and has pledged to continue the existing level of services to the boating public. Each bidder has agreed to provide substantial economic security as assurance to the State in meeting the

service objectives of the lease.

With regard to the financial responsibility of each of the bidders, the Commission may conclude, based upon the information before it, that any or all of the bidders appear to have, or not to have, the financial ability necessary to undertake a project of this type. The Commission may also determine the relative levels of such ability of the three bidders. Again, it should be noted that each of the bidders has agreed to provide substantial security of performance, including payment of rental, under the lease.

Finally, the Commission must determine whether each of the bids before it is categorically exempt under CEQA. If the Commission concludes that there may be a significant effect on the environment, it may not apply a categorical exemption to the proposal(s). Thus, according to the terms of the 1982 Solicitation, which requires bids to be categorically exempt, the Commission must reject any bids that are not.

EXHIBIT A

A. Santa Catalina Island Company/Conservancy

		<u>Service Category</u>
1.	Salad Bowl #1 24' inboard/outboard - Isthmus pier (or unassigned mooring)	A
2.	Salad Bowl #2 24' inboard/outboard - Isthmus pier (or unassigned mooring)	A
3.	Salad Bowl #3 16' outboard - Cat Harbor (F4)	A
4.	Harbor Patrol #1 21' inboard/outboard - Isthmus pier	B,C,D
5.	Harbor Patrol #2 21' inboard/outboard - side tie to HR (B3)	B,C,D
6.	Harbor Patrol #3 21' inboard/outboard - side tie to EB (R11)	B,C,D
7.	Harbor Patrol #4 24' inboard/outboard - Isthmus pier	B,C,D
8.	Harbor Patrol #5 22' inboard/outboard - Isthmus pier	B,C,D
9.	Harbor Patrol #6 20' inboard/outboard - Cat Harbor (A6) or pier	B,C,D
10.	Harbor Patrol #7 19' outboard - side tie EB (RT) or Isthmus pier	B,C,D
11.	Harbor Patrol #8 18' outboard - Isthmus Isthmus pier	B,C,D

CALENDAR ITEM

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		<u>Service Category</u>
12. Harbor Patrol #9	16' outboard - side tie HR (B3)	B,C
13. Harbor Patrol #10	12' outboard - Isthmus Pier	B,C
14. Harbor Patrol #11	12' outboard - Isthmus pier	B,C
15. Harbor Patrol #12	12' outboard - Cat Harbor pier	B,C
*16. Harbor Patrol #13	12' outboard - Isthmus pier	B,C
17. Island Supplier	56' twin diesel - Isthmus (H1)	C
18. Pacific Harvester	50' twin diesel - Isthmus (H1)	C
19. Work Skiff #1	15' outboard - Isthmus pier	E,F
20. Admiral's Barge	26' diesel weekdays - Isthmus pier or U/M weekends - rafted to Isthmus (J-1, H-1, K-1) 35 passengers	D,H
21. Captain's Gig	26' diesel weekdays - Isthmus pier or U/M weekends - rafted to Isthmus (J-1, H-1, K-1) 30 passengers	D,H

*proposed acquisition

U/M - unassigned mooring

CALENDAR ITEM

28 :

		<u>Service Category</u>
22. Shoreboat #8	26' diesel weekdays - Isthmus pier or U/M weekends - rafted to Isthmus (J-1, H-1, K-1) 36 passengers	D,H
23. Shoreboat #9	26' diesel weekdays - Isthmus pier or U/M weekends - rafted to Isthmus (J-1, H-1, K-1) 36 passengers	D,H
24. Sandpiper (Mooring service)	36" diesel - Isthmus (K1)	D,F
25. Work Skiff #2	15' outboard - Isthmus pier	F
26. Work Skiff #3	15' outboard - Isthmus	C
27. Work Skiff #4	12' outboard - Car Harbor dingy dock	F
28. Commodore's Gig	26' diesel weekdays - Isthmus weekends - raft to Isthmus (J-1, K-1, H-1) 36 passengers	D,H
29. Kingfisher	48' diesel - Isthmus (J1)	
30. Miss Catalina 8	34' diesel - Cherry Cove (A4) - 6 passenger	H
31. Shipjack	24' diesel - Isthmus (R10) - 6 passenger	H

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CALENDAR ITEM

28 4

- A. Santa Catalina Island Company/Conservancy
 - 1. Ford LN600 dump truck
 - 2. 2 ton hoist -- Isthmus
 - 3. 1 ton hoist -- Cat Harbor
 - 4. Form F350 dump truck
 - 5. Ford LN 8000 diesel
 - 6. Chrysler Emergency Pump 6"
 - 7. PEH mobile crane; 35' boom, 15 ton lift
 - 8. Form F-600 vacuum truck
 - 9. Lincoln generator/Arc Welder 10hp
 - 10. Kohler genrator 60hp
 - 11. Honda Portable generator 2.5 kw
 - 12. Emergency Salvage Pumps (3) 5hp
 - 13. Little Giant Submersible pump 1-1/4"
 - 14. Boat Haulout Trailer 24' 2 axle
 - 15. Boat Trailers (2) 20'
 - 16. Boat Trailers (2) 16'
 - 17. Boom truct 3000 lbs.
 - 18. John Deere 440 bulldozer
 - 19. Michigan Loader 1-1/2 cu yds.
 - 20. Caterpillar D-6 Bulldozer
 - 21. Caterpillar D-8 Bulldozer
 - 22. Dayton Portable Battery Charger (2) 110v, 60 amp.
 - 23. Dayton Fixed Battery Charger (2) 110v, 40 amp.

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CALENDAR ITEM

- 28

- 24. GMC Mooring Service Truct 3/4 ton
- 25. Commercial grade hoses (2)
- 26. 419 Catalina moorings

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CALENDAR ITEM

28 A

B. Catalina Marine Services

		<u>Service Category</u>
*1. Mobile Solid Waste boat #1	22' outboard - Isthmus (R10)	A
*2. Mobile Solid Waste boat #2	28' inboard/outboard - Isthmus (M7)	A
*3. Mobile Solid Waste boat #3	24' inboard/outboard - Cat Harbor (F4)	A
*4. Live Aboard #1 (Hen Rock)	47' inboard/outboard - HR (B3)	A
*5. Isthmus Harbor Service Facility	115' triple diesel - Isthmus (H1)	A,B,C, E,F,G, H
*6. Catalina Harbor Service Facility	56' twin diesel - Cat Harbor (L3)	A,E,G
*7. Intrepid Enterprise	150' twin diesel - San Pedro	A,D,G
*8. Live Aboard #2 (Emerald Bay)	40' inboard/outboard. EB (R5)	A
*9. Live Aboard #3 (Cat Harbor)	40' inboard/outboard Cat Harbor (F1)	A
*10. Patrol Boat #1	23' inboard/outboard Isthmus (H1) side tie	B,C,D
*11. Patrol Boat #2	26' Hovercraft - Cat Harbor (E3)	B,C, E,H
*12. Patrol Boat #3	21' inboard/outboard Cat Harbor (F1)	B,C,D
*13. Patrol Boat #4	21' inboard/outboard EB (A21)	B,C,D

*Proposed acquisition or lease arrangement

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CALENDAR ITEM

28

		<u>Service Category</u>
*14. Patrol Boat #5	26' Hovercraft - Avalon	B,C,E, H
*15. Patrol Boat #6	16'7" inboard/outboard Isthmus (K1)	B,C,D
*16. Patrol Boat #7	13' outboard - Isthmus (H1)	B,C,D
*17. Patrol Boat #8	13' outboard - Cat Harbor (N3)	B,C
*18. Patrol Boat #9	16'7" inboard/outboard HR (B3) side tie	B,C,D
*19. Patrol Boat #10	16'7" inboard/outboard EB (R5)	B,C,D
*20. Patrol Boat #11	21' outboard - Cat Harbor (E3) side tie	B,C,D
*21. Patrol Boat #12 (H1) side tie	13' outboard - Isthmus	B,C
*22. Mooring Service Boat #1	36' diesel - Isthmus (J1)	D,F
*23. Mooring Service Boat #2	36' diesel - Cat Harbor (A6)	D,F
*24. Work Skiff #1	16' outboard - Isthmus (H7)	E
*25. Work Skiff #2	16' outboard	E
*26. Wave	46' diesel - Isthmus (K1) 45 passenger	H
*27. Liberty	46' diesel - Cat Harbor 45 passenger	H

*Proposed acquisition

CALENDAR ITEM

28

*28. Derrick Barge w/hoist	70' x 28' Terminal Island	F
*29. Stingray	33' diesel - Isthmus (N1) side tie - 30 passenger	H

*Proposed acquisition.

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B. Catalina Marine Services

- *1. Trash containers 50 cu yd.
- *2. Metal Bailer (will be supplied by mainland waste disposal company)

*Proposed acquisition

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CALENDAR ITEM

28

C. Island Navigation/Seaway Co.

		<u>Service Category</u>
1.	Work Skiff #1 16' outboard - Avalon	A
2.	Work Skiff #2 16' outboard - Isthmus	A
3.	Work Skiff #3 16' outboard - Isthmus or Avalon	A
4.	Barge Islander II 128' x 38' - LA Harbor #164	A,F
5.	Rebel 24' inboard - Avalon #94	B,C
6.	Yellow bird 17' outboard, Avalon #135	B
7.	Harbor Patrol 19' outboard	B
*8.	Harbor Patrol #1 20' diesel - Avalon 20 passengers	B,C
*9.	Harbor Patrol #2 20' diesel - Avalon 20 passengers	B,C
*10.	Harbor Patrol #3 20' diesel - Isthmus 20 passengers	B,C
*11.	Harbor Patrol #4 20' diesel - Isthmus 20 passengers	B
12.	Sea Mule 40' twin diesel - Avalon	C,D, E,F,
*13.	Sea Mule II 40' twin diesel - Queensway (Long Beach)	D,E,F
14.	Tug Rebel II 61.8' LA Harbor #164	A,D,F
15.	Tug Tuffy II 59.8 San Pedro - Avalon - Isthmus	D,F

*Proposed acquisition

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CALENDAR ITEM

28 4

- | | | |
|----------------------|--|---|
| 16. Repair Skiff | 15' outboard - Isthmus
side tie to float | E |
| 17. Mooring Skiff #1 | 14' outboard - tied to
mooring maint. barge | F |
| 18. Mooring Skiff #2 | 12' outboard - tied to
mooring maint. barge | F |

*proposed acquisition

CALENDAR PAGE	129 41
PLANT PAGE	3328

CALENDAR ITEM

28 4

		<u>Service Category</u>
*19. Mooring Skiff #3	14' outboard - Avalon	F
*20. Mooring Skiff #4	14' outboard - Avalon	F
21. Barge Islander	128' LA Harbor #164	F
22. Barge	40' x 15' x 3' Long Beach	H
23. Shoreboat V	30' Avalon #12 49 passengers	H
24. Shoreboat IV	26' Avalon *133 35 passengers	H
25. Shoreboat I	26' Avalon #259	H
26. Shoreboat VI	26' Avalon #268 39 passengers	H
27. Shoreboat VII	26' Avalon #9 35 passengers	H
28. Cessna 182	Aircraft - Avalon	B,C
29. Mooring work barge w/hoist	twin diesel	F
30. Harbor Patrol Boat	20' diesel outboard	
*31. Floating Dock	20' x 60' steel end of Isthmus Pier	B,C
C. Island Navigation/Seaway Co.		
1.	Pump 2-1/2	
2.	Chevrolet 2 ton stakebed	
3.	Forklift (2) Datsun	

*Proposed acquisition

CALENDAR ITEM

28

4. Crane 75 ton.
5. White Diesel Tractor
6. Flat rack 35'
7. Flat rack 27' (2)
8. Jeep 4wd (2)
9. Chevrolet pickup
10. 500 Catalina type moorings
11. VW van (2)
12. Floating Dock 36' x 15'
13. Portable Gas Welder
14. Float 20' x 50' - Leased
15. White Gas Tractor
16. International Tractor
17. Ford Van
18. Ford Pickup
19. Trailmobile trailers (7)
20. Refrigerator Vans (2)
21. Flat racks (4)
22. White Freightliner Tractor
23. Champion Yard Goat
24. K-Fort Trailer Coach
25. Streamline House Trailer
26. VW 2 door (2)
27. Mercedes Benz 4 door
28. VW Rabbit (2)

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CALENDAR ITEM

28

- 29. Chevrolet Caprice
- 30. Chevrolet Station Wagon
- 31. Ford Granada
- *32. Floating Dock (Isthmus) 20' x 60"

*Proposed acquisition

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GARAGE
PICKUP

Location
Frequency
-minimum
once a day

Vessels
Primary

Auxiliary

Other

Facilities

Personnel

SANTA CATALINA ISLAND
COMPANY/CONSERVANCY

All leased premises
Boatside - once a day
Landside deposit -
Isthmus and
Catalina Harbor

Salad Bowl #1
24' inboard/outboard
Salad Bowl #2
24' inboard/outboard

Salad Bowl #3
16' outboard

Harbor Patrol
Units 1-13

Ford LN600 5 ton
Ford F350 2 ton
Form LN8000 8 ton

Conservancy waste
disposal site
By truck from pier
to disposal site.

2 assigned; 1 as needed
Harbor patrol will
supplement

CATALINA MARINE
SERVICES

All leased premises
Boatside - once a day
Deposit on Harbor
Service Facilities

Mobile solid
waste boat #1
22' 1/0
Mobile solid
waste boat #2
28' 1/0
Mobile solid
waste boat #3
24' 1/0

Intrepid Enterprise
Isthmus Harbor
Service Facility
Catalina Harbor
Service Facility
Live Aboard boats
#1, 2, 3
Harbor Patrol Boats
#1-13

Trash containers
50 cu. yd.
metal bailer

Mainland disposal
To Harbor Service
Facilities in
specially marked
bags for recycling
and thence by
Intrepid Enterprise
in containers to San
Pedro for commercial
trash disposal

3 assigned; 6 available
Harbor patrol will
supplement

ISLAND NAVIGATION CO.
AND SEAWAY CO.

All leased premises
Boatside - once a day

Work skiff #1
16' outboard

Work skiff #2
16' outboard

Work skiff #3
16' outboard

Rebel II
Harbor Patrol boats
#1-4
Yellow Bird
Rebel

Islander II Barge
128' x 38'
Chevrolet 2 ton
stakebed

To float 5 (Avalon)
and then by truck
to Avalon City Dump
or by Catalina Freight
Line to mainland disposal
site

2 assigned; 6 available
Harbor patrol will
supplement

CALENDAR ITEM

2
3
1

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HARBOR PATROL

SANTA CATALINA ISLAND COMPANY/CONSERVANCY

CATALINA MARINE SERVICES

ISLAND NAVIGATION AND SEAWAY CO.

Location	All leased premises	All leased premises	All leased premises
Frequency	6/15-9/15; Thanksgiving, New Year's, Presidents' Day (Washington's Birthday), Easter and Memorial Day - 24 hours daily; 9/16-6/14 8:00 a.m. to 5:00 p.m.		
Vessels	Harbor Patrol Unit 1 21' 1/0	Patrol boat 1 23' 1/0	Rebel 24' 1/0 Yellow Bird 17' outboard
Primary	Harbor Patrol Unit 2 21' 1/0	Patrol boat 2 26' Hovercraft	Harbor Patrol boat 19' outboard
	Harbor Patrol Unit 3 21' 1/0	Patrol boat 3 21' 1/0	Harbor Patrol #1 20' 1/0
	Harbor Patrol Unit 4 24 1/0	Patrol boat 4 21' 1/0	Harbor Patrol #2 20' 1/0
	Harbor Patrol Unit 5 22' 1/0	Patrol boat 5 26' Hovercraft	Harbor Patrol #3 20' 1/0
	Harbor Patrol Unit 6 20' Outboard	Patrol boat 6 16'7" 1/0	Harbor Patrol #4 20' 1/0
	Harbor Patrol Unit 7 19' Outboard	Patrol boat 7 13' Outboard	
	Harbor Patrol Unit 8 18' Outboard	Patrol boat 8 13' Outboard	
	Harbor Patrol Unit 9 16' Outboard	Patrol boat 9 16'7" 1/0	
	Harbor Patrol Unit 10 12' Outboard	Patrol boat 10 16'7" 1/0	
	Harbor Patrol Unit 11 12' Outboard	Patrol boat 11 21' Outboard	
	Harbor Patrol Unit 12 12' Outboard	Patrol boat 12 13' Outboard	
	Harbor Patrol Unit 13 12' Outboard		

Auxiliary

Isthmus Harbor Service Facility

Cessna 182 Aircraft

Other

Facilities

Personnel	<u>High</u> <u>Seasons</u> <u>Low</u>	<u>High</u> <u>Seasons</u> <u>Low</u>	<u>High</u> <u>Seasons</u> <u>Low</u>
	19 assigned 6	26 assigned	10 assigned
	33 reserve 26	18 reserve	25 reserve
	5 administrative 2	3 administrative	

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CALENDAR ITEM
 28
 4

HEALTH AND SAFETY

Location
Frequency
Vessels
Primary

Auxiliary

Other

Facilities
and Methods

Personnel

SANTA CATALINA ISLAND
COMPANY/CONSERVANCY

All leased premises
When needed

Harbor Patrol Units
1-13
Island Supplier
56' twin diesel
Pacific Harvester
50' twin diesel
Work skiff 1-3
15' outboard
Work skiff 4
12' outboard
Admiral's Barge
26' diesel

Captain's Gig
26' diesel
Shoreboats 8,9
26' diesel
Sandpiper 36' diesel
Commodore's Gig
26' diesel
Kingfisher 40' diesel

P&H Crane 35' boom
Ford F600 vacuum
truck
Generators (3)
Pumps (4)
Boat Trailers (5)
Boom Truck
Bulldozer (3)
Loader

High	Season	Low
19	assigned	6
33	reserve	26
5	administrative	2

SANTA CATALINA MARINE
SERVICES

All leased premises
When needed

Patrol Boats 1-12

Isthmus Harbor
Service Facility

High	Season	Low
26	assigned	6
	reserve	20
3	administrative	

ISLAND NAVIGATION
AND SEAWAY CO.

All leased premises
When needed

Sea Mule
Rebel
Harbor Patrol 1-3

Cessna 182

High	Season	Low
10	assigned	
25	reserve	

CALENDAR ITEM
28

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TOW	SANTA CATALINA ISLAND COMPANY/CONSERVANCY	CATALINA MARINE SERVICES	ISLAND NAVIGATION AND SPAWAY CO.
Location	All leased premises	All leased premises	All leased premises
Frequency	When needed	When needed	When needed
Vessels	Harbor Patrol Units 1-8 Sandpiper Admiral's Barge Captain's Gig Shoreboats 8 & 9 Commodore's Gig	Patrol Boats 1,3,4, 6,7,9,10,11 Mooring Service Boats 1 & 2 Intrepid Enterprise	Sea Mule 40' twin diesel Sea Mule II 40' twin diesel Rebel II 61.8' tug Tuffy II 59.8' tug
Primary			
Auxiliary			
Other			
Facilities and Methods			
Personnel	Assign as needed	Assign as needed	Assign as needed

CALENDAR ITEM
28 4

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MECHANICAL SERVICES

Location

Frequency

Vessels

Primary

Auxiliary

Other

Facilities and Method

Personnel

SANTA CATALINA ISLAND COMPANY/CONSERVANCY

All leased premises

8-5 daily except Christmas

Mechanics' work skiff 12' outboard

Hoist - 1 ton Catalina Harbor
Hoist - 2 ton Isthmus
Battery charger (4)

Two Harbor repair and maintenance shops

High	Season	Low
5	assigned	4
7	available	

CATALINA MARINE SERVICES

All leased premises

8-5 daily on call 24 hours

Work skiff 1 16' outboard
Work skiff 2 16' outboard

Catalina Harbor Service Facility
Isthmus Harbor Service Facility
Patrol Boats 2, 5 (Hovercrafts)

Terminal Island machine shop

High	Season	Low
5	assigned (including 2 experienced mechanics)	

ISLAND NAVIGATION AND SEAWAY CO.

All leased premises

8-5 daily on call 24 hours

Sea Mule
Sea Mule 11
Repair skiff 15' outboard

Shoreboats

75 ton crane
White diesel tractor

Pebbly Beach Boat yard

High	Season	Low
5	available on call	

CALENDAR ITEM

26 4

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SERVICE OF
MOORINGS

SANTA CATALINA ISLAND
COMPANY/CONSERVANCY

CATALINA MARINE
SERVICES

ISLAND NAVIGATION
AND SEAWAY CO.

Location All leased premises All leased premises All leased premises

Frequency Inspection: 5/15 - 10/15 - weekly
Repair: 5/15-10/15 - upon notice; Friday/Saturday - within 4 hours;
Monday-Thursday - within 24 hours
Overhaul: 1/15 - 5/15 - yearly

Vessels
Primary

Kingfisher 40' diesel
Sandpiper 36' diesel
Work skiff 1, 2
15' outboard
Work skiff 4
12' outboard

Mooring Service
Boat #1 36' diesel
Mooring Service
Boat #2 36' diesel
Work skiff #1
16' outboard
Derrick barge 70'
15 ton hoist

Sea Mule 40' twin diesel
Mooring maintenance
skiff #1 14' outboard
Mooring maintenance
skiff #2 12' outboard
Sea Mule 11
Mooring maintenance
skiff #3 14' outboard
Mooring maintenance
skiff #4 14' outboard

Auxiliary

Isthmus Harbor
Service Facility
Catalina Harbor
Service Facility

Rebel II
Tuffy II
Islander
Islander II

Other

3/4 ton mooring
service truck
1-1/2 ton boom truck
419 Catalina moorings
1 ton hoist-Catalina
2 ton hoist-Isthmus

2 ton Chevrolet
Forklifts (2)
75 ton crane
500 Catalina moorings

Facilities
and Method

Mooring Service Shop
at Two Harbors

Terminal Island
Facility

Long Beach mooring
maintenance yard
Pebbly Beach boat yard

Personnel

High Season Low
5 assigned 4

High Season Low
5 assigned;
Others as needed

High Season Low
3 assigned
5 available on call

CALENDAR ITEM
28

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MINUTE PAGE 3337

WAT

SANTA CATALINA ISLAND COMPANY/CONSERVANCY

Location Catalina Harbor dingy dock
Isthmus Pier

Frequency 24 hours

Vessels Primary

Auxiliary

Other hoses (2)

Facilities and Method So. California Edison

Personnel High Season Low
2 assigned 1

CATALINA MARINE SERVICES

Harbor service facilities

8-5 daily

Isthmus Harbor Service Facility
Catalina Harbor Service Facility

Intrepid Enterprise

1000 gallon tanks (8)

Terminal Island Facility

High Season Low
As needed

ISLAND NAVIGATION AND SEAWAY CO.

So. Cal Edison Isthmus facilities
Avalon Pier-float #5

24 hours

Barge 40' x 15'

10,000 gallon tank

High Season Low
1 available

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WATER
TRANSPORTATION

SANTA CATALINA ISLAND
COMPANY/CONSERVANCY

Location Isthmus, 4th of July,
Cherry and Big Fisherman
rest by request

Frequency 6/15-9/30
7:30a.m.-10:00p.m.
or 2:00a.m. as req'd
On call

Vessels
Primary Commodore's Gig 26'
36 passenger
Admirals Barge 26'
35 passenger
Captain's Gig 26'
30 passenger
Shoreboat 8 & 9 26'
36 passenger

Auxiliary Harbor patrol units
1-13

Other

Facilities
and Method

Personnel

High	Season	Low
9	assigned	6

CATALINA MARINE
SERVICES

All leased premises

6/15-9/30
6:00a.m.-12:00 mid-
night
6:00a.m.-3:00a.m.
(weekends & holidays)

Wave 46' diesel
45 passenger
Liberty 45' diesel
46 passenger
Sting-Ray 33" diesel
30 passenger
Patrol Boat 1
26' Hovercraft
6 passenger
Patrol Boat 2
26' Hovercraft
6 passenger

Isthmus Harbor
Service Facility

High	Season	Low
6	assigned	3

ISLAND NAVIGATION CO
AND SEAWAY CO.

All leased premises

On Call

Shoreboat V 30'
49 passenger
Shoreboat IV 26'
35 passenger
Shoreboat I 26'
35 passenger
Shoreboat VI 26'
39 passenger
Shoreboat VII 26'
35 passenger

Harbor Patrol Boats
1-4

High	Season	Low
15	assigned	10
10	on call	

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FINDINGS

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IT IS RECOMMENDED THAT THE COMMISSION:

(1) FIND THAT THREE BIDS WERE SUBMITTED IN SUBSTANTIAL COMPLIANCE WITH THE PROCEDURAL REQUIREMENTS FOUND AT PAGES 9 THROUGH 16 OF THAT BID SOLICITATION DATED SEPTEMBER 8, 1982, AS AMENDED NOVEMBER 16, 1982, ENTITLED "SOLICITATION OF BIDS FOR A LEASE OF SUBMERGED LANDS AT SANTA CATALINA ISLAND, LOS ANGELES COUNTY, CALIFORNIA" (HEREINAFTER "SOLICITATION").

(2) FIND THAT ISLAND NAVIGATION COMPANY AND SEAWAY COMPANY OF CATALINA HAVE SUBMITTED A JOINT BID OF \$276,000 AS ANNUAL RENTAL; THAT CATALINA MARINE SERVICES HAS SUBMITTED A BID OF \$252,000 AS ANNUAL RENTAL; AND THAT THE SANTA CATALINA ISLAND COMPANY AND THE SANTA CATALINA ISLAND CONSERVANCY HAVE SUBMITTED A JOINT BID OF \$206,500 AS ANNUAL RENTAL.

(3) FIND THAT EACH OF THE BIDDERS HAS DESCRIBED, PURSUANT TO SECTION IV, UNIT 1 OF THE SOLICITATION, THE MEANS BY WHICH THEY WILL PROVIDE THE SERVICES REQUIRED UNDER LEASE PRC 3639.1 TO CONTINUE EXISTING OPERATIONS.

(4) FIND THAT EACH OF THE BIDDERS HAS ACCEPTED THE LIMITATIONS ON FEES SET FORTH IN SECTION IV, UNIT 2 OF THE SOLICITATION.

(5) FIND THAT EACH OF THE BIDDERS HAS SUBMITTED THE FINANCIAL DATA REQUIRED BY SECTION IV, UNIT 3, OF THE SOLICITATION; AND THE CAPITAL INVESTMENT DATA REQUIRED BY UNIT 4, OF THAT

SOLICITATION; AND THAT BASED UPON THE MATERIALS SUBMITTED. EACH OF THE BIDDERS IS FINANCIALLY QUALIFIED TO BID ON THIS LEASE.

(6) FIND, BASED UPON A CAREFUL REVIEW OF THE BID AND THE STAFF REPORT INCORPORATED HEREIN BY REFERENCE.

(A) THAT GARBAGE DISPOSAL, (i) WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL NOT HAVE A SIGNIFICANT EFFECT UPON THE ENVIRONMENT; or (ii) AND THAT SUCH GARBAGE DISPOSAL MAY IN FACT RESULT IN A BENEFICIAL EFFECT UPON THE ENVIRONMENT IN THAT GARBAGE MAY BE REMOVED FROM THE ISLAND AND TRANSPORTED TO MAINLAND SITES WITH A GREATER CAPACITY TO ABSORB AND PROCESS SUCH GARBAGE;

(B) THAT HARBOR PATROL SERVICES, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL RESULT IN ESSENTIALLY THE SAME PATROL BOAT SERVICE AS CURRENTLY EXISTS, AND WILL THEREFORE CREATE NO SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(C) THAT THERE ARE 720 MOORINGS ON THE LEASE PREMISES, AND THAT SERVICE AND REPLACEMENT OF THESE MOORINGS, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL NOT REPRESENT ANY CHANGE FROM THE EXISTING OPERATIONS OR HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(D) THAT FRESH WATER EITHER i) WILL BE SUPPLIED BY BIDDER FROM EXISTING SOUTHERN CALIFORNIA EDISON FACILITIES ON THE ISLAND, AND THAT USE OF THIS SOURCE DOES NOT REPRESENT A CHANGE FROM THE EXISTING OPERATION OR HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT; OR

(ii) WILL BE TRANSPORTED FROM THE MAINLAND TO THE LEASE PREMISES IN APPROVED, LICENSED CONTAINERS, THEREBY REDUCING DEMAND ON THE ISLAND'S LIMITED WATER SUPPLY AND WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

(E) THAT SHOREBOAT AND OTHER WATER TRANSPORTATION, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL RESULT IN ESSENTIALLY THE SAME LEVEL OF SERVICE AS EXISTS UNDER THE CURRENT OPERATIONS, AND WILL THEREFORE HAVE NO SIGNIFICANT EFFECT ON THE ENVIRONMENT;

(F) THAT THE RENDERING OF THE HEALTH AND SAFETY SERVICES, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, ESSENTIALLY CONTINUES THE EXISTING OPERATION AND WILL THEREFORE NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

(G) THAT THE TOWING AND MECHANICAL SERVICES TO BE PERFORMED UNDER THE TERMS OF THE LEASE, WHEN CONDUCTED IN THE MANNER REQUIRED BY THE COMMISSION, WILL CONTINUE ESSENTIALLY THE LEVEL OF SERVICE AND WILL THEREFORE HAVE NO

SIGNIFICANT EFFECT ON THE ENVIRONMENT.

(H) THAT NO OTHER PERTINENT FACETS OF THE PROPOSED LEASE OPERATION WILL EFFECT A MATERIAL CHANGE IN EXISTING LEASE OPERATIONS OR HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

(I) THAT THE PROPOSED LEASE OPERATION, CONSIDERED AS A WHOLE AND CONSIDERING ALL ITS ELEMENTS, CONSTITUTES THE CONTINUED OPERATION OF EXISTING FACILITIES IN THE LEASE AREA.

(J) FIND THAT THE ACCEPTANCE OF THE LEASE BID SUBMITTED BY _____ THEREFORE CONSTITUTES A PROJECT CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT UNDER THE PROVISIONS OF PUBLIC RESOURCES CODE §21084, CAL. ADMIN. CODE §1501 AND CAL. ADMIN. CODE §2905(A)(2) (EXISTING FACILITIES). THIS FINDING IS BASED ON THE EVIDENCE RECEIVED AND THE ANALYSIS CONTAINED IN THE STAFF REPORT, WHICH IS INCORPORATED HEREIN BY REFERENCE.

7. FINDS THAT THE LEASE PREMISES ARE LANDS IDENTIFIED PURSUANT TO PRC 6370 ET SEQ. AS ENVIRONMENTALLY SIGNIFICANT, AND THAT THIS PROPOSED ACTIVITY WILL RESULT IN NO SUBSTANTIAL OR POTENTIALLY SUBSTANTIAL ADVERSE ENVIRONMENTAL IMPACTS ON THE ENVIRONMENTALLY SIGNIFICANT VALUES IDENTIFIED THEREIN.

(ALTERNATE FINDING)

8. FIND THAT _____ IS THE BEST QUALIFIED LEASE APPLICANT FOR THE REASONS SET FORTH IN THE ATTACHED STAFF REPORT (WHICH IS INCORPORATED BY REFERENCE) AND THE EVIDENCE BEFORE THE COMMISSION AND THAT ACCEPTANCE OF THAT BID RATHER THAN THAT PROPOSED BY THE UPLAND OWNER (ISLAND COMPANY/CONSERVANCY) IS THEREFORE IN THE PUBLIC INTEREST AND WOULD BE GRANTED TO THE BEST QUALIFIED APPLICANT IRRESPECTIVE OF RIPARIAN OR LITTORAL STATUS.

9. AWARD TO _____ LEASE PRC 3639.1 AS AMENDED BY THE SUPPLEMENTAL AGREEMENT TO LEASE PRC 3639.1, AS BOTH WERE AMENDED BY THE COMMISSION ON NOVEMBER 16, 1982, AND SUBJECT TO:

- (A) THE TERMS AND CONDITIONS SET FORTH THEREIN; AND
- (B) THE ADDITIONAL CONDITIONS ATTACHED HERETO WHICH ARE APPLICABLE TO THE PARTY AWARDED THE LEASE.

10. AUTHORIZE STAFF AND/OR THE OFFICE OF THE ATTORNEY GENERAL TO TAKE ANY AND ALL STEPS NECESSARY, INCLUDING LITIGATION, IN ACCORDANCE HEREWITH.

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CONDITIONS

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PROPOSED

ISLAND NAVIGATION COMPANY CONDITIONS

1. Transfer of waste materials from the off-loading point to a final destination must be accomplished in a timely manner to avoid any possible impacts associated with waste accumulation. Transfer of waste materials to the mainland must occur no fewer than two times per week.
2. Ample waste disposal facilities at which boaters may deposit waste materials must be provided or an adequate number of waste collection boats must be in service during peak-level periods.
3. If the Island Navigation Company/Seaway intends to utilize the Pebbly Beach disposal site, they shall secure City of Avalon approval to use Float #5 as the receiving point for waste, and to traffic city streets for the purpose of garbage transfer.
4. A permit must be obtained for use of the Pebbly Beach dump site if use of this facility is, in fact, planned.
5. Prior to giving notice of readiness to assume the lease, the Island Navigation Company/Seaway shall obtain all necessary approvals and comply with all applicable federal, state, and local health laws, regulations, and standards required for their lawful disposal of solid and liquid wastes from the lease area.

6. An "Emergency Response Plan" shall be submitted to the Commission and approved by the Executive Office prior to giving notice of readiness to assume the lease. The plan shall address responses to fire, health, police, weather and Tsunami emergencies, including a warning system therefore. It shall be prepared in consultation with all affected parties and should include, but not be limited to, specific requirements for personnel training and practice drills; personnel levels required to be "stationed" ready to respond at specified locations for each type of emergency; and protection of water-based service facilities.

7. Island Navigation/Seaway shall provide documentation satisfactory to the Executive Officer that it has secured all necessary leases, governmental permits; and other approvals incident to its operation under this lease prior to the giving of notice necessary to take possession of the lease premises.

PROPOSED

CAT MAR CONDITIONS

1. The proposed Harbor Service Facilities shall be equipped to store and provide for the disposal of all solid and liquid wastes generated from the lease area, the compliance with all applicable federal, state, and local public health laws, regulations, and standards.

2. The use of hovercraft shall be prohibited for any activities related to the operation of the lease area. Cat Mar shall instead employ the use of two functionally equivalent and conventionally powered vessels.

3. An "Emergency Response Plan" shall be submitted to the Commission and approved by the Executive Officer prior to giving notice of readiness to assume the lease. The plan shall address responses to fire, health, police, weather and Tsunami emergencies, including a warning system therefore. It shall be prepared in consultation with all affected parties and should include, but not be limited to specific requirements for: personnel training and practice drills; personnel levels required to be "stationed" ready to respond at specified locations for each type of emergency; and protection of water-based service facilities.

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4. No "power driven" or "embedded anchor" moorings shall be employed within the lease area.

5. Island Navigation/Seaway shall provide documentation satisfactory to the Executive Officer that it has secured all necessary leases, governmental permits, and other approvals incident to its operation under this lease prior to the giving of notice necessary to take possession of the lease premises.

6. Cat Mar shall make no charge for waste disposal by boater at the Harbor Service Facilities.

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PROPOSED

ISLAND COMPANY/CONSERVANCY

1. An "Emergency Response Plan" shall be submitted to the Commission and approved by the Executive Officer prior to giving notice of readiness to assume the lease. The plan shall address responses to fire, health, police, weather and tsunami emergencies, including a warning system therefor. It shall be prepared in consultation with all affected parties and should include, but not be limited to specific requirements for: personnel training and practice drills; personnel levels required to be "stationed" ready to respond at specified locations for each type of emergency; and protection of water-based service facilities.

2. All wastes generated from the lease area shall be stored and disposed of in compliance with all applicable, federal, state, and local public health laws, regulations, and standards.

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