EXHIBIT 3

DIANNE FEINSTEIN
CALIFORNIA

COMMITTEE ON APPROPRIATIONS
COMMITTEE ON THE JUDICIARY
COMMITTEE ON RULES AND
ADMINISTRATION - CHAIRMAN
SELECT COMMITTEE ON INTELLIGENCE

United States Senate
WASHINGTON, DC 20510-0504
http://feinstein.senate.gov

June 7, 2007

The Honorable Mike Chrisman, Chairman
California Ocean Protection Council
and
Mr. Douglas Bosco, Chairman
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612
c/o Abe Doherty, Project Manager

RE: Support for the San Francisco Bay Hydrodynamic and Sediment Transport Model

Dear Secretary Chrisman and Chairman Bosco:

I am writing to express my support for the California Ocean Protection Council to determine that the development of a hydrodynamic and sediment transport model for San Francisco Bay is a high priority for ocean conservation and to authorize the Coastal Conservancy to take actions necessary for its implementation. The model will be used to predict how restoration actions in San Francisco Bay will interact with the existing estuarine system, including changes in local tidal dynamics, salinity and suspended sediment concentrations. This project will also support a collaborative process involving agencies and research institutions to develop an integrated modeling framework for San Francisco Bay.

This effort will benefit the South Bay Salt Pond Restoration Project and other restoration efforts here in the Bay by helping us all make the best cost-effective decisions on restoration for the benefit of San Francisco Bay and the people of California.

I thank you in advance for your consideration and I look forward to being updated on its progress. If you have any questions, please feel free to contact Sharim Asiong in my San Francisco office at (415) 393-0707.

Sincerely,

Dianne Feinstein
United States Senator

California Regional Water Quality Control Board
San Francisco Bay Region

1515 Clay Street, Suite 1400, Oakland, California 94612
(510) 622-2300 • Fax (510) 622-2460
http://www.waterboards.ca.gov/sanfranciscobay

June 7, 2007

The Honorable Mike Chrisman, Chairman
California Ocean Protection Council

Mr. Douglas Bosco, Chairman
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

c/o Abe Doherty, Project Manager

RE: Item 14 – June 14, 2007, California Ocean Protection Council Meeting -
Support for Development of a San Francisco Bay Hydrodynamic and Sediment Transport Model

Dear Secretary Chrisman and Chairman Bosco:

I am writing to express my support for the California Ocean Protection Council to determine at its June 14, 2007, meeting that the development of a hydrodynamic and sediment transport model for San Francisco Bay is a high priority for ocean conservation and to authorize the Coastal Conservancy to take actions necessary to provide up to $858,000 in funding for its implementation. As Executive Officer of the San Francisco Bay Water Board, whose mission is to preserve, enhance and restore San Francisco Bay, I can confirm both that this model would fill a tremendous need when addressing the management of the Bay, and that the model is a high priority and is needed now.

The San Francisco Bay Water Board is directly involved in restoring the Bay's water quality and its habitats, while ensuring that all activities surrounding the Bay, including those aimed at restoring the Bay, are protective of that water quality. As such, we must review and permit all restoration activities and condition those activities to minimize unintended impacts to the Bay. To date, we have generally been forced to rely heavily on an inefficient "adaptive management" schemes when permitting Bay restoration activities, monitoring the changes to water quality and habitat that those restoration activities cause, and requiring adjustment of the restoration plan if impacts are detected. Not only does this approach squander limited resources, it can lead to further Bay impacts while the restoration plan is changed and those changes implemented. In some instances, this has resulted in calls for a stop to restoration until we have sufficient data to ensure the restoration can be fully protective of water quality and habitat.

Use of the proposed model will help us in our permitting by predicting how restoration activities in the Bay will interact with the existing estuarine system, including changes in local tidal dynamics, salinity and suspended sediment concentrations. This will help us not only make better management decisions surrounding restoration projects, but also provide a stronger rationale why our management decisions should lead to a successful restoration and that restoration activities are ready to move forward.

The San Francisco Bay Water Board is also developing and implementing a number of Bay-wide cleanup plans for sediment-based pollutants, such as mercury and PCBs. We expect the cleanup of these pollutants to be ongoing for many years. The model's ability to predict how current and proposed restoration activities in the Bay will affect suspended sediment concentrations will be invaluable in ensuring that those restoration activities are consistent with our cleanup plans and are being implemented in a manner that supports, rather than hinders, Bay cleanup.

Finally, the San Francisco Bay Water Board fully recognizes the challenge climate change and sea level rise poses to the Bay. Even the limited sea level rise observed over the last 25 years has had impacts to the Bay, its habitats, and the infrastructure protecting and surrounding the Bay. This model will be our first widely accessible tool available for helping us make the difficult decisions climate change poses to us.

I encourage the Ocean Protection Council to find that this project is a high priority for funding at its June 14, 2007, meeting.

Sincerely,

Bruce H. Wolfe
Executive Officer

EXHIBIT 3

Making San Francisco Bay Better

June 6, 2007

Mike Chrisman, Chairman
California Ocean Protection Council
1416 Ninth Street
Sacramento, CA 95814

AND

Doug Bosco, Chairman
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

Dear Mr. Chrisman and Mr. Bosco:

I am writing in support of the recommendation by the staff of the Coastal Conservancy that the Ocean Protection Council provide $858,000 to develop a hydrodynamic and sediment transport model for San Francisco Bay.

The circulation of water and sediments within the Bay estuary fundamentally shape the physical and biological processes of the Bay. The proposed modeling framework and three-dimensional model will provide valuable tools for evaluating San Francisco Bay hydrology and sediment dynamics. The Bay will continue to experience dramatic changes over time due to human activities such as tidal habitat restoration and sea level rise associated with global climate change. Without adequate research on Bay processes and tools like the proposed numerical model, we will not be able to thoughtfully develop management decisions and assess the effectiveness of those decisions.

Sincerely,

WILL TRAVIS
Executive Director

WT/gg

RECEIVED
MAY 07 2007
COASTAL CONSERVANCY
OAKLAND, CALIF.

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Coastal Services Center
2234 South Hobson Avenue
Charleston, South Carolina 29405-2413

June 12, 2007

The Honorable Mike Chrisman, Chairman
California Ocean Protection Council
and
Mr. Douglas Bosco, Chairman
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612
c/o Abe Doherty, Project Manager

RE: Support for the San Francisco Bay Hydrodynamic and Sediment Transport Model

Dear Secretary Chrisman and Chairman Bosco:

I am writing to express my support for the California Ocean Protection Council to determine that the development of a hydrodynamic and sediment transport model for San Francisco Bay is a high priority for ocean conservation—and to authorize the Coastal Conservancy to take actions necessary for its implementation, including providing $858,000 in funding for the project. The model will be used to predict how restoration actions in San Francisco Bay will interact with the existing estuarine system, including changes in local tidal dynamics, salinity, and suspended sediment concentrations. This project will also support a collaborative process involving agencies and research institutions to develop an integrated modeling framework for San Francisco Bay. This collaborative process will include workshops on the identification and evaluation of modeling approaches to address priority management needs and uncertainties, such as contaminant mobilization and transformation, estuarine ecosystem dynamics, geomorphology, and habitat development.

In particular, the National Oceanic and Atmospheric Administration (NOAA) Coastal Services Center, National Marine Fisheries Service and Weather Service, encourages the development of a modeling framework that supports management applications, including water quality issues, land conservation, wetland and subtidal restoration, adaptation to climate change impacts, and shoreline development plans. Specifically, the development of a hydrodynamic and sediment transport model is important to the success of existing and future wetland and subtidal restoration projects in the Bay. Both the restoration and the management working committees of the San Francisco Bay Subtidal Habitat Goals Project have identified the importance of understanding the physical and ecosystem dynamics of the Bay when making decisions about the Bay's use and development. In addition, development of models for the Bay would help support the work

being done by NOAA's National Weather Service Office San Francisco Bay Area in providing better and more accurate marine forecasts both inside and outside the Bay. In particular, improved Bay modeling will help with the Weather Service Bar forecast which will enhance the safety and efficiency of maritime transportation in the Bay area.

NOAA, as one of the sponsors of the original San Francisco Bay modeling workshop this past winter, is interested in continued involvement with the proposed management workshops that will identify needed modeling capabilities. These management workshops will be an important opportunity to discuss the management needs that require modeling support and forecasting.

I encourage the Ocean Protection Council to find that this project is a high priority for funding at its next public meeting.

Sincerely,

Rebecca Smyth
NOAA Coastal Service Center

Patrick J. Rutten
NOAA Fisheries Restoration Center

David Reynolds
NOAA National Weather Service

for Steve Edmondson
NOAA Fisheries Habitat Conservation Division

EXHIBIT 3

United States Department of the Interior

FISH AND WILDLIFE SERVICE
San Francisco Bay National Wildlife Refuge Complex
9500 Thornton Avenue
Newark, California 94560

June 8, 2007

The Honorable Mike Chrisman, Chairman
California Ocean Protection Council
and Mr. Douglas Bosco, Chairman
California Coastal Conservancy
c/o Abe Doherty, Project Manager
1330 Broadway, 13th Floor
Oakland, CA 94612

RE: Support for the San Francisco Bay Hydrodynamic and Sediment Transport Model

Dear Secretary Chrisman and Chairman Bosco:

I am writing to express my support for the California Ocean Protection Council to determine that the development of a hydrodynamic and sediment transport model for San Francisco Bay is a high priority for ocean conservation and to authorize the Coastal Conservancy to take actions necessary for its implementation, including by providing $858,000 in funding for the project. The model will be used to predict how restoration actions in San Francisco Bay will interact with the existing estuarine system, including changes in local tidal dynamics, salinity and suspended sediment concentrations. This project will also support a collaborative process involving agencies and research institutions to develop an integrated modeling framework for San Francisco Bay. This collaborative process will include workshops regarding the identification and evaluation of modeling approaches to address priority management needs and uncertainties, such as contaminant mobilization and transformation, estuarine ecosystem dynamics, geomorphology and habitat development.

This model is critical to the restoration efforts underway on the Don Edwards San Francisco Bay National Wildlife Refuge managed by the U.S. Fish and Wildlife Service. Due to the extent of this restoration effort, bay-wide effects are expected and models such as this are needed to help inform sound decision making. We strongly encourage the Ocean Protection Council to approve funding for this model at its next public meeting.

Sincerely,

G. Mendel Stewart

G. Mendel Stewart
Manager, San Francisco Bay National
Wildlife Refuge Complex

TAKE PRIDE® IN AMERICA

EXHIBIT 3

Santa Clara Valley Water District

5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600
FACSIMILE (408) 266-0271
www.valleywater.org
AN EQUAL OPPORTUNITY EMPLOYER

June 5, 2007

The Honorable Mike Chrisman, Chairman
California Ocean Protection Council
And
Mr. Douglas Bosco, Chairman
c/o Abe Doherty, Project Manager
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

RE: Support for the San Francisco Bay Hydrodynamic and Sediment Transport Model

Dear Secretary Chrisman and Chairman Bosco:

On behalf of the Santa Clara Valley Water District (SCVWD), I am writing in support of the California Ocean Protection Council determining that the development of a hydrodynamic and sediment transport model for San Francisco Bay is a high priority for ocean conservation. In addition, SCVWD supports authorization of the Coastal Conservancy to take actions necessary for its implementation, including by providing $858,000 in funding for the project.

We understand that a public domain model will be used to predict how restoration actions in San Francisco Bay will interact with the existing estuarine system, including changes in local tidal dynamics, salinity and suspended sediment concentrations. This project will also support a collaborative process involving agencies and research institutions to develop an integrated modeling framework for San Francisco Bay. This collaborative process will include workshops regarding the identification and evaluation of modeling approaches to address priority management needs and uncertainties, such as contaminant mobilization and transformation, estuarine ecosystem dynamics, geomorphology and habitat development.

As a potential partner in this endeavor, SCVWD supports the development of a coastal model that can be applied to both restoration and flood management issues. The conclusion of the planning process for the South Bay Salt Pond Restoration Project (Restoration Project) is an opportune time to implement a tool that can be used in the adaptive management aspects of project implementation. Potential benefits from having a well-maintained hydrodynamic model available for the South San Francisco Bay include: informing management decisions regarding the Restoration Project; reducing duplication of effort that may result from smaller scale modeling in association with individual projects at the bay's edge; and increasing understanding of the bay's hydrodynamic and sediment transport elements.

I encourage the Ocean Protection Council to find that this project is a high priority for funding at its next public meeting.

Sincerely,

Ann Draper
Assistant Operating Officer

SAN FRANCISCO BAY JOINT VENTURE

June 1, 2007

The Honorable Mike Chrisman, Chairman California Ocean Protection Council
Mr. Douglas Bosco, Chairman, California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612

RE: Support for the San Francisco Bay Hydrodynamic and Sediment Transport Model

Dear Secretary Chrisman and Chairman Bosco:

I am writing on behalf of the San Francisco Bay Joint Venture (SFBJV) in support of the proposal by UC Berkeley and Stanford University to develop a 3 dimensional hydrodynamic and sediment transport model of San Francisco Bay conservation and to authorize the Coastal Conservancy to take actions necessary for its implementation, including by providing $858,000 in funding for the project.

The SFBJV is a partnership of non-governmental organizations, utilities, landowners, and non-voting agencies working to acquire, restore and enhance wetlands on San Francisco Bay and on the coasts of San Mateo, Marin, and Sonoma Counties. The SFBJV is one of the fourteen wetland habitat Joint Ventures operating under the certification of the North American Waterfowl Wetlands Conservation Act, a Congressional agreement between the United States, Canada, and Mexico.

SFBJV partners are currently planning and implementing more than 60 restoration and enhancement projects around the Bay, ranging in size from a few acres to several of the largest wetland restoration projects in the country. The proposed model would be a valuable tool for SFBJV partners, providing information that would enable project planners, managers, and field staff to asses the impacts of their projects on the overall Bay ecosystem. It would provide information that would address a broad array of management questions and provide information that would better lead to informed decisions regarding restoration and management of bayland habitats as well as their impacts on the near-shore Pacific Ocean. It would also better enable planners and managers to address the impacts of global climate change and sea level rise, a significant concern to SFBJV as projects are being designed and implemented.

SFBJV encourages the Ocean Protection Council to recommend funding to develop the proposed hydrodynamic and sediment transport model. If you have further questions about its benefits for SFBJV partners, please feel free to contact our Coordinator, Beth Huning,

Sincerely,

Arthur Feinstein
Chair

San Francisco Estuary Institute

7770 Pardee Lane, 2nd Floor • Oakland, CA 94621-1424
Office (510) 746-SFEI (7334) • Fax (510) 746-7300

June 7, 2007

The Honorable Mike Chrisman, Chairman
California Ocean Protection Council
and
Mr. Douglas Bosco, Chairman
California Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612
c/o Abe Doherty, Project Manager

RE: Support for the San Francisco Bay Hydrodynamic and Sediment Transport Model

Dear Secretary Chrisman and Chairman Bosco:

I am writing to express my support for the development of a hydrodynamic and sediment transport model for San Francisco Bay and strongly encourage the California Ocean Protection Council to determine that this a high priority for ocean conservation. Your authorization of the Coastal Conservancy to take actions necessary for its implementation, including $858,000 in funding for the project would assist greatly in predicting how restoration actions in San Francisco Bay will interact with the existing estuarine system, including changes in local tidal dynamics, salinity and suspended sediment concentrations. This project will also support a collaborative process involving agencies and research institutions to develop an integrated modeling framework for San Francisco Bay. This collaborative process will include workshops regarding the identification and evaluation of modeling approaches to address priority management needs and uncertainties, such as contaminant mobilization and transformation, estuarine ecosystem dynamics, geomorphology and habitat development.

These issues are the focus of many projects at SFEI. However, no framework exists in which the findings of individual projects can be integrated to provide a holistic and synthetical view of the Bay system. We strongly believe that a community model of the Bay will provide such a framework.

The San Francisco Estuary Institute is uniquely positioned between the science and management communities. We are therefore able to facilitate effective communication

between these two groups. The Institute plans to be a regular participant in the modeling workgroups to help researchers identify management needs and to ensure that scientific findings are effectively communicated to policy makers.

The potential benefits of this project are far reaching; for the larger scientific community, the Bay model will serve as a 'test bed' for advancing the state-of-the-art of hydrodynamic and sediment transport modeling; for state resource managers the Bay model will provide a framework for accessing relative effects of potential management actions under plausible future conditions; the state of California as a whole will benefit from better informed policy decisions with the ultimate benefit of improved ecosystem preservation, restoration, and management.

I encourage the Ocean Protection Council to find that this project is a high priority for funding at its next public meeting.

Sincerely,

Rainer Hoenicke, Ph.D.
Deputy Director