

# Bradford Reclamation

## District No. 2059 (Bradford Island)

### Welcome to Beautiful Bradford Island

Bradford Island is in the Sacramento-San Joaquin River Delta and is comprised of approximately 2,200 acres of predominately agriculture, natural gas extraction, and recreational land. Being an island, Bradford enjoys the isolation and protection with its primary access to the island by ferry. For those landowners that own docks, access can be by private boat. Small private airstrips have also been used on Bradford Island in the past.

Bradford Island is a reclaimed peat wetland with most of the land sitting below sea level, it is protected by flooding by levees. These levees, as well as a pump station and internal drainage canals, are administered by Bradford Reclamation District No. 2059 (District), founded in 1921. Bradford Island is one of eight Delta islands considered critical to the region's water quality by the State of California Department of Water Resources.

Bradford Island (along with the 7 other islands) prevent saltwater intrusion into the Delta. Freshwater flows into the region from the Sacramento and San Joaquin rivers, so does saltwater from the Pacific Ocean through San Francisco Bay. Islands in the Delta reduce the flow of this saltwater.

Ducks, cranes, swans and geese feed in the marshes of Bradford Island; Swainson's hawks, Cooper's hawks and red-tailed hawks have also been seen over the island.



### Why Was Bradford Reclamation District No. 2059 Formed?

Bradford was formed to address the flood protection concerns on Bradford Island, Landowners formed the Bradford Island Reclamation District # 2059 (“District” or “RD No. 2059”) by petition in 1921. The District was formed under the laws of the State of California and is governed by Division 15 of the California Water Code (commencing with Section 50000). The District is responsible for the maintenance, operation, capital repair of the levee and flood control system on Bradford Island. It maintains and operates about 7.5 miles of levees, one pump station and about 5 miles of associated internal drainage canals and other flood control infrastructure.

Year Formed: 1921

Approx. Population Served: 20

Size: 2,200 acres

### How can the landowner get more Involved?

RD No. 2059 is served by landowner volunteers on the Board of Trustees (“Board”), which takes public input from all Bradford Island landowners. Bradford Island can only continue to flourish with landowner involvement and a united commitment to protecting the island. Here are some opportunities for you to get involved:

- Attend and provide input at monthly District Board meetings,
- Attend Delta Stewardship Council, DWR, Department of Fish and Wildlife, or other Delta related public meetings
- Volunteer to serve on a District committee (including the budget or encroachment regulation committee), or
- Run for a trustee seat. Elections are held bi-annually each November in the odd years as mandated by Cal. Wat. Code § 50730.

### What are some of the requirements the District must meet?

As an independent special district, RD No. 2059 must comply with statutory requirements for local agencies, including those found in the California Water Code, Government Code, the California Constitution, and any other controlling local, state, or federal law, as well as the District’s own Bylaws. RD No. 2059 is governed by a Board of Trustees (“Board”) which consists of five elected property-owner Trustees. The District employs a part-time District Manager and part-time Levee Superintendent, and contracts for support services with a District Engineer and District Legal Counsel.

For more Information, please visit the District Website: [www.https://bradfordisland.com/](https://bradfordisland.com/) or contact the District Manager, Angelia Tant by email at: [angelia\\_bradford@sbcglobal.net](mailto:angelia_bradford@sbcglobal.net)

### DISTRICT REVENUE SOURCES:

- **The initial assessment – “CB Assessment” (also sometimes called the “Ad Valorem Assessment”)**

This CB assessment was originally adopted as an Operation and Maintenance Assessment and it is in place in perpetuity (it does not have an expiration date). The CB assessment cannot be raised by a cost of living adjustment and is set at the 2009/2010 maximum rate which generated \$158,257.80 in 2021. While this CB assessment was initially adopted for Operations and Maintenance services, the District has historically used this revenue to fund the District’s portion of the ferry operations. See more on the ferry costs below.

- **A second overlay assessment - “2015 Assessment”**

This 2015 assessment was adopted as an Operation and Maintenance Assessment in 2015 to make up for a budget shortfall for required maintenance and pump station repairs. The 2015 Assessment included a 5-year sunset clause and was set to expire on June 30, 2020. This assessment generated \$232,406.90. These funds were used to fund most District operations and flood protection services. The District had hired a consultant, SCI Consultants (“SCI”), to prepare an assessment to replace the amount that expired in 2020. The Board of Trustees took into consideration the requests of some newer landowners to reduce the tax roll during the COVID hardship and to set a two (2) year sunset. In hopes to gain the trust of these newer landowners, the Board agreed to these two variants in hopes of gaining the majority vote. The District lost a substantial amount of revenue reducing the tax roll for two (2) years and also incurred additional expenses to have the Prop. 218 election reconducted.

\*\*\*\*Both the CB and 2015 assessments are collected from landowners twice each year by Contra Costa County (“County”) with property taxes. The County issues funds to the District using a system called the Teeter Plan. As of May 2020, District staff has confirmed the County has no intent to change its use of the Teeter Plan or to no longer collect assessments on behalf of special districts.

**Other Sources of Revenue:** The District does collect some revenue from ferry ticket sales to non-landowner visitors to the Island and some permit fees. Under the current plan, landowners have free access to the ferry.

### **What May Happen if the Prop. 218 DOES NOT PASS?** (What are the other alternatives?)

The first tax roll CB Assessment known as the “Ad Valorem Assessment” will remain in place if Prop. 218 does not pass. The District will have to continue and use these fund for the District’s main duties, which are: to conduct flood protection, maintenance, operation, capital repair(s) of the levee and flood control system on Bradford Island; maintain and operate about 7.5 miles of levees, one pump station and about 5 miles of associated internal drainage canals; and other flood control infrastructure.

That CB Tax Roll assessment amount collected on the landowner’s property tax bills is about \$158,257.80 per year.

The ferry costs an estimated \$112,500 per year with NO repairs (\$9,000 per month payable to the Delta Ferry Authority (DFA) and an additional \$4,500 per year for accounting).

If the District used the CB Tax roll funds to pay for the ferry, there would not be enough revenue to operate the District’s main duties, as outlined above. The District is not in the transportation business. However, the historical payments for the ferry have been a part of the budget because there is no other way to access the island to conduct the maintenance.

Unfortunately, this would leave the District with no other option than to have to use the \$158,257.80 to operate, without paying for the ferry system. The District would have to do away with the FREE ferry rides for landowners and come up with a strategic plan to assess separately for the ferry. There would be a vote by the Board on how much to charge each individual landowner to ride the ferry. If this becomes a potential scenario, there will be discussions on how the District can have an affordable ferry assessment.

During the 2021/2022 fiscal year the Delta Ferry Authority had UNEXPECTED dock and ferry repairs. The District’s share for these repairs totaled \$83,000.

- **DWR Subventions Program**

DWR’s Subventions Program is authorized by the California Water Code and it provides funding on a cost-share basis to local levee maintaining agencies for rehabilitation and maintenance of levees in the Delta. To participate in Subventions, the District enters into a Work Agreement with DWR to perform applicable levee work within each fiscal year. The District then submits a claim for reimbursement to DWR for all work performed, and if approved, DWR reimburses the District for 75% of all costs (less \$1,000 per mile of levee). For Bradford Island, this is \$7,500 spent on approved work. This Subventions program has been greatly beneficial to the District in the past allowing the District to perform necessary levee maintenance and be reimbursed for the majority of the costs. In the most recent years, the District has received reimbursements in the amounts of:

- \$85,673 (2019/2020);
- \$253,653.91 (2018/2019);
- \$136,282 (2017/2018); and
- \$32,953 (2016/2017).

A secondary source of funding from DWR is grants through DWR's Proposal Solicitation Package ("PSP's"). These funds are typically generated from voter approved propositions/senate bills. Based on the language in these propositions/senate bills, a variety of grants for levee rehabilitation and/or environmental enhancements may be awarded. There are no set timeframes as to when PSP's will be available for Districts to pursue. The District has been awarded several PSP's over the years that included:

- Designing and constructing taller levees (twice)
- Designing and constructing stability berms on the landside of the levee
- Monitoring the construction of the flood/salinity barrier

As part of the acceptance of grant funding for the PSP's, the District agrees to maintain these improvements for the life of the project. These maintenance activities are subvention eligible, DWR will assist with paying for the maintenance.

- **District Projects & Emergencies (Additional Unexpected Expenses)**

#### **2019-2020**

- \$34,386 – Repair of District's Levee Roads
- \$38,167 - Vegetation Control
- \$20,822 - historical legal bills owed and paid
- \$55,645.92 - paid to the Bank of Stockton to pay down the loan plus \$3,835 in interest
- Higher Legal – Unexpected Litigation from a landowner

#### **2020-2021**

- \$32,500 - Engineering Fees to conduct Prop. 218
- \$22,566 – Large Erosion & Slipout Repair Project
- \$6,917 - Drift Deposits and Debris

#### **2021-2022**

- District Fire – Increased Expenses
- \$65,211 Levee Rehabilitation
- \$12,824 Erosions & Slip outs
- \$20,297 Rock Shipped in for Projects & Shaping of Levee Crown
- \$17,769 Vegetation Control
- \$374,843 Berm Repair and other emergency repairs

#### **August of 2021 Fire:**

Cost to date: \$602,300.

The District has an outstanding debt due to the Bank of Stockton. This money was borrowed for historical seepage work done and to construct a new pump station in 2014. That outstanding balance is \$352,000.