

**From:** Lynn Yanko <lyanko@lusd.net>  
**Sent:** Thursday, July 24, 2014 10:03 PM  
**To:** BDCP.comments@noaa.gov  
**Subject:** Bay Delta Conservation Plan

Dear Mr. Wulff,

I have serious concerns regarding the implementation of the plan. How is the health of the Delta enhanced by removing fresh water from the Delta? It is important for the ecology of the Delta that fresh water levels be maintained. Increased salinity in the Sacramento/San Joaquin Delta means death to farms and death to fish.

This marsh land that you have planned is incomprehensible to me. The Sacramento/San Joaquin Delta grows food for all over California and the world. What farm land is going to replace the thousands of acres you plan to put under water? Who is going to feed the world? The arid ground of the Southern California farms is planted with water sucking cash crops like almonds. What about asparagus, cherries, peaches, tomatoes, berries: the nutritious food the human race needs to survive? That depends on Delta soil. What happens to the farmers and the economy of the Sacramento/San Joaquin Delta communities?

The building of these tunnels is in an area where the ground contains the spores of Valley Fever. Has this risk been studied? This is a serious health risk which needs to be considered before digging up this ground and spewing the Valley Fever spores into the community at large.

Lastly, the twin tunnels DO NOT PROVIDE ANY new water. It is not prudent to invest in a system that basically is a "shell game" with the water of California. Let's put some energy and investment into systems that contain rain water (when it is available) and engage every California in water conservation efforts.

Please respond to my comments as soon as possible.

Sincerely,

Lynn K. Yanko  
Lifelong Californian

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**From:** Deborah Dugger <tuffstfff@gmail.com>  
**Sent:** Thursday, July 24, 2014 1:46 PM  
**To:** BDCP.comments@noaa.gov  
**Subject:** Twin Tunnels project across the Delta..needs more discussion regarding seismic issues...and how they are addressed

Please..extend this deadline...so these issues...can be illuminated...given the alluvial deposits...and the sediments in the river..If...there is a “big shake”...it will sink...Is it being built on bedrock?... Who has done the foundation studies? Have they any experience...with foundation recommendations dealing with ‘The fault lines..and previous..issues...in the fault ridden..areas’’ of Northern California...’It’s not our fault..won’t work...given the Loma Prieta Quake... where bridge collapses occurred...and highways “pancaked”..that were not supposed to be affected..Have we come up with a “good foundation..for these projects?...I would like to hear more...Please extend the deadline?...

**From:** Don Heatlie <donheatlie@gmail.com>  
**Sent:** Friday, July 25, 2014 9:07 AM  
**To:** BDCP.Comments@noaa.gov  
**Subject:** Delta Tunnels

Really! Two forty foot tunnels will fix the delta?

Nothing lives in tunnels!

For the cost to build these two tunnels, the state could build 10 large dams in the foothills along the Sacramento River to store surface water diverted from the river during above normal water years. Then the water could be released during low water years to help flush the delta with fresh water.

Or, the state could build 30 desalination plants along the coast to provide fresh water to municipalities/farmers reducing the burden on the fresh water that is needed to flow through the delta to maintain its health.

I have stood at the Walnut Grove bridge on the Sacramento River last fall and watched the influence of the tides push the Sacramento River "up-hill." There was not enough fresh water flowing down the Sacramento River to keep the ocean at bay. Diverting water upstream will only cause the salt water intrusion to worsen. Once salt water enters our delta, we will need to change the Sacramento/San Joaquin Delta name to the Sacramento/San Joaquin **Estuary**. Farmers that grow America's food in the Delta region needs fresh water. Corn does not grow with Salt Water. Grapes do not grow with Salt Water. Tomatoes do not grow with salt water. Asparagus does not grow with salt water. Pears do not grow with salt water. Safflower does not grow with salt water. Alfalfa does not grow with salt water. Melons do not grow with salt water. Nothing farmed in the Delta region grows with salt water!!! The Delta needs more fresh water!!!

The two proposed tunnels will not add any additional water to our already tapped water supply. The water diverted into the tunnels can already be diverted with the existing delta waterways to get water into the canals that take water to the south. **We need more fresh water to flow through the Delta to maintain and improve the Delta's health. This can only be done by creating new water supplies by creating additional water storage or building desalination plants. Lets use valuable taxpayers dollars in a smarter way that will actually benefit the delta, municipalities, and farmers. Lets scrap the expensive tunnel idea that could potentially cause more harm than good, and not add any additional water for our thirsty state and Delta.**

Sincerely,

**Don Heatlie**  
Taxpayer  
Delta User  
Food consumer

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**From:** cavecche@gmail.com on behalf of Carolyn Cavecche <carolyn@octax.org>  
**Sent:** Friday, July 25, 2014 10:30 AM  
**To:** bdcpc.comments@noaa.gov  
**Subject:** OCTax Public Comments  
**Attachments:** OCTax BDCP Support Letter.pdf

Attached please find a support letter to be entered into public comments from OCTax. Yesterday the wrong document, an inner-staff briefing memo, was sent by mistake as our comments. Please disregard and enter this letter as the official comment letter from the Orange County Taxpayers Association. My sincere apologies for our mistake. Thank you.

**Carolyn Cavecche**

President and CEO

Orange County Taxpayers Association

PO Box 5881 - Orange, CA 9863

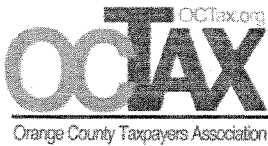
Tel: 714-478-9399 - [carolyn@octax.org](mailto:carolyn@octax.org)



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BDCP Comments  
Ryan Wulff, NMFS  
650 Capitol Mall, Suite 5-100  
Sacramento, CA 95814

July 25, 2014

**Re: Support BDCP EIR/EIS Alternative #4**

Dear Mr. Wulff,

On behalf of the Orange County Taxpayers Association, I am writing to express our organization's support for the Bay Delta Conservation Plan (BDCP) and specifically Alternative #4 as outlined in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

OCTax officers and members have been closely watching the BDCP process. We are encouraged by the release of the public draft of the plan and environmental documents. The outcome of this multi-year effort reflects collaboration of public water agencies, state and federal fish and wildlife agencies, business and agricultural stakeholders, local governments and the public. The draft plan and accompanying environmental documents identify several options for addressing the current challenges with California's water supply delivery system and the Delta ecosystem. We believe that Alternative #4 is the best alternative to meet California's co-equal goals of water supply reliability and Delta ecosystem restoration. This plan balances the competing demands of the Delta's resources and protects the water supply for the state.

The construction of new water intakes and related conveyance is an essential element of the BDCP. The proposed twin tunnel system will protect public water supplies if a seismic event were to trigger levee breaks and cause saltwater to intrude from San Francisco Bay. The new intakes in the northern Delta will reduce conflicts between water systems and migrating fish species such as salmon. Habitat improvements will provide native species with the healthy ecosystems they need to survive. 50 years of regulatory stability will protect an estimated 1.1 million jobs throughout the state and create more than 177,000 jobs from construction projects and environmental restoration.

Southern California is rebuilding its aging infrastructure to ensure its water supplies are reliable. We need the same kind of investment in the State Water Project to safeguard our imported supplies. A project of such magnitude will require some difficult decisions and compromise between stakeholders with varying priorities. However, California cannot sit idly by and wait for disaster. In addition, the demand for water will continue to grow, even as we employ new methods of water conservation.

We support the BDCP, and specifically Alternative #4, as a workable draft proposal that can lead to a final successful plan of action because it offers the best solution to minimize seismic risk to our state's water supply infrastructure while restoring the Delta's ecosystem.

Sincerely,

Carolyn Careyecche  
CEO and President, Orange County Taxpayers Association

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**From:** Friends of the River <info@friendsoftheriver.org> on behalf of Natalie Stameroff <info@friendsoftheriver.org>  
**Sent:** Friday, July 25, 2014 8:58 AM  
**To:** BDCP.Comments@noaa.gov  
**Subject:** I oppose all alternatives in the BDCP that propose construction of new diversions and tunnels under the Delta

Jul 25, 2014

Mr. Ryan Wulff, NMFS  
650 Capitol Mall, Suite 5-100  
Sacramento, CA 95814

Dear Mr. Wulff, NMFS,

Thank you for receiving public comments in response to the Draft BDCP Plan and Draft EIR/EIS.

I oppose all alternatives in the BDCP that propose construction of new diversions and tunnels under the Delta. I oppose the project because:

It is too costly (up to \$54 billion with interest and other hidden costs) and the general public should not have to cover any of this outrageous, including habitat restoration costs. These should be paid by those who receive the water (since the Delta diversions degraded the habitat in the first place).

Operation of the diversions and tunnels threaten to dewater major upstream reservoirs in northern California and reduce downstream river flows, to the detriment of fish, wildlife, recreation, and other public trust values.

Diversion and tunnel facilities would adversely impact too much Delta farmland and habitat, harm Brannan Island State Park, infringe on the Stone Lakes National Wildlife Refuge, and degrade other essential conservation lands.

You cannot restore Delta habitat without first determining how much fresh water the Delta needs to survive and thrive. Restoration of fresh water flows from the San Joaquin River in the south Delta are particularly important.

The tunnels will need more upstream storage facilities to feed fresh water into them. These include raising Shasta Dam, building the Sites Reservoir, and possibly reviving the Auburn Dam on the American River and the Dos Rios Dam on the Eel. The environmental, cultural, and financial impacts of these controversial projects are a significant foreseeable but ignored impact of the BDCP.

[Please do not act without first understanding the consequences. I understand southern California needs more water but potentially destroying the bay delta will not solve this problem. Solutions must come from conservation, increased awareness, and improved water management in local areas.

You have the power to see that what was once one of the largest estuaries in the world is not destroyed forever. I am speaking for myself and for many others who do not have the time or resources to access this information.]

I believe that the BDCP should include, and I would support, an alternative that significantly reduces Delta exports and focuses instead on restoring habitat and threatened and endangered species in the Delta, improves Delta water quality by providing sufficient fresh water inflow from both the Sacramento and San Joaquin Rivers, and that includes a pragmatic plan to sustainably meeting California's water needs. This can be done by increasing agricultural and urban water use efficiency, capturing and treating storm water, recycling urban waste water, cleaning up polluted

groundwater, and reducing irrigation of desert lands in the southern Central Valley with severe drainage problems. We don't need to build more dams or tunnels.

Thank you for considering my comments.

Sincerely,

Ms. Natalie Stameroff  
142 Bixby St  
Santa Cruz, CA 95060-5149

**From:** Gilbert Labrie <GLabrie@dccengineering.net>  
**Sent:** Thursday, July 24, 2014 10:01 PM  
**To:** bdcg.comments@noaa.gov  
**Subject:** BDCP EIR/EIS Comments from Staten Island and RD 38  
**Attachments:** NMFS\_BDCP\_EIREIS\_2014CommentLtr.PDF

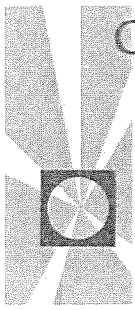
Ryan,

Attached are my comments on the subject draft documents that have been distributed for comments.

A hard copy will also be mailed.

Gil Labrie, District Engineer, RD 38  
ph 916-776-9122  
cel 707-486-5774





July 22, 2014

National Marine Fisheries Service  
Ryan Wulff  
650 Capitol Mall, Suite 5-100  
Sacramento, CA 95814

Subject: DRAFT BDCP and BDCP EIR/EIS comments for Staten Island and Reclamation District 38

Upon review of the Draft BDCP and the Draft BDCP EIR/EIS, we have determined that the analysis of environmental impacts of the Bay Delta Conservation Plan is incomplete and inadequate.

### **Overview**

In order to fully realize the impacts of the proposed BDCP, the entire project must be presented. As a Habitat Conservation Plan and Natural Community Conservation Plan, the BDCP fails to identify specific locations where all of the proposed Conservation Measures (CMs) are expected to take place. CM 1, Water Facilities and Operation, is the only measure that has specific locations, thus potential impacts can be studied, evaluated, and ultimately mitigated.

The CMs that propose habitat restoration, CM 2-11, and those that have physical components to guard against other stressors, CM 16 to 18, and 21 do not have specified locations. Multiple areas in the BDCP EIR/EIS state that locations for these activities have not been selected and thus the effects are unknown. These later CMs will likely impact a considerable amount of productive land within the Delta that is not currently dedicated and managed as habitat. Such a change in land use will have significant impacts on the Delta economy, the legacy towns and the *Delta as Place*. Consequently, the potential success of these Conservation Measures as part of a HCP/NCCP cannot be evaluated by State and Federal permitting agencies without any specific location information, nor can any adverse impacts be assessed.

The EIR/EIS only provides a superficial and general overview of impacts of the Conservation Measures beyond CM 1. This is due to the lack of specific conservation measure location information. The Final BDCP EIR/EIS should include this level of detail and impact analysis in order to identify any mitigation strategies to reduce impacts to less than significant levels.

There is an overall lack of consideration of adverse impacts on local LMA's and their ability to maintain and manage the reclamation works and levee systems within their jurisdiction. When searching in the document for impacts on human safety, which would occur, when levees are compromised as a result of BDCP implementation, Chapter 25: Public Health redirects readers to Chapter 6: Surface Water. Chapter 6 provides very little on adverse impacts to the levee systems and potential flooding concerns. The document is incomplete without an adequate analysis of all BDCP impacts on Delta island drainage and levee systems. This deficiency should be addressed in any Final BDCP EIR/EIS.

Based on the information provided in the Draft BDCP (Plan) and Draft BDCP EIR/EIS (Report), the following considerations must be evaluated with regards to impacts on Staten Island and Reclamation District 38 (District). These comments are based on the impacts of Alternative 4, described as the preferred alternative. The tunnel alignment in Alternative 4 also has the greatest impact on Staten Island and Reclamation District 38 when compared to all of the other alternatives.

### **Draft BDCP EIR/EIS**

#### **Chapter 6: Surface Water**

According to Figures 6-14 and 6-15, flow downstream of the intakes on the Sacramento River will be reduced by approximately 5000 cubic feet per second (cfs) or 25% on average. This will in turn have impacts on downstream channels. The North and South Fork of the Mokelumne River are partially fed by this river through the Delta Cross Channel. An analysis needs to be done to determine the river stages of channels connected to the Sacramento River when the project is operational. According to BDCP Effects Analysis, Appendix 5C- Delta Habitat, a reduction in 6000 cfs is expected to drop the river level 3 feet (5C.5.4-6). If levels in the channels drop too low, the ability to siphon or pump water would be adversely affected. This could involve some diversions on Staten Island that are used to irrigate crops and accommodate the seasonal flooding for managed water fowl habitat.

On Figure M3-4 Sheet 7, the muck spoil site obliterates the main drainage canal on the southern end of the island. This will have a significant impact on the entire drainage network feeding into this principal system component. There is some discussion in the documents regarding relocating drainage systems prior to construction, however this main artery in the District's reclamation works and cannot easily be relocated without significantly impacting farming operations and even compromising levee safety on a major portion of the island.

#### **Chapter 7: Ground Water**

There are three (3) tunnel shafts proposed to be located on Staten Island. It is estimated that the construction of these shafts will require dewatering a 2600 foot radius to a depth of 300 feet (p. 7-46). On Staten Island a total of 1,195 acres lie within the projected dewatering influence area. It is likely dewatering will cause subsidence within the 2600 foot well area of influence and most likely beyond. This is not mentioned in the Report. Subsidence and associated impacts as a result of dewatering activities are potentially significant and must be addressed. For example, subsidence from dewatering can weaken the levees by creating higher hydrostatic pressures or

may even cause the levees to rotate. The areas of special concern for the District are the northern and southern under crossings of the levee by the tunnel shafts. The dewatering area of influence includes the levee. The impact on levee integrity and the potential increased flood risk from adjacent dewatering activities is not evaluated, but would be a significant adverse impact that would require mitigation.

Chapter 7 also discusses the possibility of seepage occurring on an island if an adjacent island is flooded for habitat purposes. This will cause an increased flood risk on the subject island if seepage is left unmitigated and begins to undermine the levees. This consequence of that impact is not discussed in the documents. Rather, it is recognized as a potentially serious adverse impact that may not be mitigated because of high costs associated with resolving seepage issues, according to the report (p. 7-51). The costs to remediate potential adverse seepage impacts would then be transferred to the District. This could place an undue economic burden on the District and seriously hamper its ability to adequately maintain the levee system the level of protection warranted by the resources protected.

There is no discussion of the affects dewatering will have on irrigating crops, such as increased drawdown or the ability to irrigate crops in those areas. Groundwater effects on agricultural drainage and irrigation is briefly addressed in Chapter 14, which continues to emphasize that the geographic incidence and potential severity of these effects are unknown (p.14-128). More research is obviously needed regarding dewatering issues to properly assess impacts in any EIR/EIS for the Plan. Additionally, there are no specific mitigation measures in the EIR/EIS to resolve any unanticipated impacts to drainage after construction activities have commenced.

In the winter, much of the land area is flooded to provide habitat for the threatened Greater Sandhill Crane and other waterfowl. Dewatering could adversely affect this time honored practice and as such has not been considered in the potential impacts of dewatering. The impacts of the dewatering wells, such as noise that would disrupt terrestrial species, are not discussed, nor are their specific locations determined. There is no discussion in the Plan as to whether or not, or when, the dewatering wells will be removed once construction is complete or if the land will be returned to its pre-construction state.

## **Chapter 12: Terrestrial Species**

The preferred alternative, Alternative 4, will permanently remove approximately 1,500 acres from beneficial use. Most of this land is used for agriculture and is flooded in the winter to support threatened Greater Sandhill crane, shorebirds, and other waterfowl. Sandhill cranes are one species that almost exclusively use Staten Island over other islands in the Delta for nesting and roosting areas. Staten Island supports an estimated 15% of the regions threatened Greater Sandhill Crane population (Ivey 13). This chapter does discuss creating about 700 to 900 acres of habitat for Greater Sandhill Crane, which doesn't offset the acres lost on Staten alone. The chapter concludes that the net effect is a substantial decrease in the amount of managed wetland (p. 12-2052). The BDCP suggests that more habitat will be created that will also support Sandhill crane but doesn't say if it will be exclusively managed for Sandhill crane. There is no discussion of what will happen if the Sandhill cranes do not choose to use the new areas for roosting or nesting. Given how they have exclusively used Staten for quite some time, expecting this species to thrive in other locations is uncertain, so the project impact is most likely adverse.

The land that will be taken out of production will be used as reused tunnel material (RTM) areas. Conservation Measure 1, Alternative 4 indicates that the ponds will be created to dewater the tunnel muck material. There is no discussion of the effects the ponds could have if used by sandhill cranes or other water birds that use Staten Island for nesting, roosting, and foraging.

#### **Chapter 14: Agricultural Resources**

Based on information provided for the preferred Alternative 4, at least 1,500 acres of Important Farmland will be permanently removed and used as RTM sites. It appears though, that once construction is complete this material will be moved off site and used for other purposes. This should allow farming practices to continue on previous spoil sites after construction and removal of RTM. However, page 14-109 indicates that the operations in the RTM areas would preclude future agricultural use. The statement implies a significant adverse impact that is not addressed. There is also no proposed schedule for the RTM removal from the spoil sites.

The effects of the loss of a minimum 1,500 acres on Staten Island will have an economic impact of at least \$1.5 million to \$2.3 million annually depending on what type of crops are planted. This estimation uses the gross return of \$1,020 per acre for corn and \$1,540 per acre for alfalfa, crops typically planted on Staten Island (URS 2008, UCD 2011). This is a significant amount of lost production that would require mitigation. The proposed mitigation measure to offset lost agriculture, AG-1, creates an Agriculture Land Stewardship Program (ALSP) that suggests providing landowners with subsidies to operate the land in a way that may improve habitat or aide in operations. It is not specified in Chapter 8 of the BDCP what funding sources will be used to compensate landowners for lost productivity or to support an ALSP. It is expected that owners will not be fully compensated for the loss of agricultural operations. This will not only have significant impacts on the landowner and employees, it will also extend to the Delta legacy towns that depend on agricultural operations for their continued viability.

The District obtains funding for drainage system management, levee maintenance activities and rehabilitation projects from assessments against the land owner. Any permanent loss in agricultural production and revenues would ultimately impact the District's financial resources and ability to carry out its responsibilities for flood protection and drainage. Components of CM 1 will benefit from the protection of the levees and thus should be subject to assessments. There is no discussion in the BDCP of this issue or a mitigation strategy in this chapter or in BCDP Chapter 8.

Several gas lines owned by Lodi Gas and PG&E cross beneath Staten Island. These pipelines are required to have safety coverage so that agriculture operations can take place above. Subsidence from dewatering activities could reduce the coverage of these pipes, creating a potentially hazardous situation for the farming operations. The gas lines would have to be lowered if minimum coverage standards are not met. This possible scenario has not been considered and could be an adverse project impact that would require immediate mitigation to protect public health and safety.

#### **Chapter 19: Transportation**

