



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

~~April 29, 2015~~

Regulatory Branch (SPK-2014-00187)

California Department of Water Resources
Attn: Mr. Jacob McQuirk
1416 9th Street, Room 215-23
Sacramento, California 95814-5511

Dear Mr. McQuirk:

We have received comments and concerns related to your application and in response to our Public Notice Number SPK-2014-00187 for your proposed project. We are enclosing copies of those for your response. Additionally, we have transmitted to you via e-mail the comments we received by e-mail. We have also identified the following items of additional information needed to complete our review of the project:

- 1) Project alternatives to facilitate Section 404(b)(1) alternatives analysis.

You should provide your responses and any additional information within 30 calendar days from the date of this letter, or request a time extension, to a specific date and in writing, by that time. Otherwise, we will consider your application withdrawn. Our withdrawal of your application does not preclude you from submitting the requested information, including any additional information you want us to consider, at a later date. In that event we can reactivate and continue processing your application. We encourage you to use this opportunity to resolve or rebut objections and to insure all available information is in our administrative record. The decision to issue or deny a Department of the Army permit is our responsibility and we will consider all factors of the public interest in making that decision.

Please refer to identification number SPK-2014-00187 in any correspondence concerning this project. If you have any questions, please contact me at California South Branch, 1325 J Street, Room 1350, Sacramento, California 95814-2922, by email at William.H.Guthrie@usace.army.mil, or telephone at 916-557-5269. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Guthrie', written over a horizontal line.

William Guthrie
Senior Project Manager
California South Branch
Regulatory Division

Enclosures

cc: (w/o encls)

Paul Marshall, California Department of Water Resources, Paul.Marshall@water.ca.gov

CAREL D. VAN LOBEN SELS

P. O. BOX 7

WALNUT GROVE, CA 95690

916-776-1223

DATE: WENESDAY MARCH 11, 2015

TO: ~~MR. BILL GUTHRIE PROJECT MANAGER~~

FROM: TOPPER VAN LOBEN SELS

T.v.L.S.

RE: STEAMBOAT SLOUGH AND SUTTER SLOUGH ROCK BARRIERS

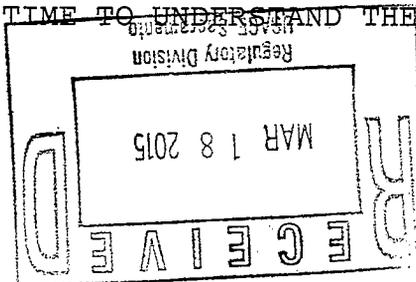
IF THE U.S. ARMY CORPS OF ENGINEERS ENTERS INTO A PERMIT WITH THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, THE USACE MUST REQUIRE THAT THE OPERATION OF THE BARRIERS WILL NOT BE A REPEAT OF THE DISASTER THAT OCCURRED DOWN STREAM OF THE BARRIER INSTALLED IN SUTTER SLOUGH DURING THE 1976-77 DROUGHT BY ATTACHING THE FOLLOWING CONDITIONS:

1. THE WATER SURFACE ELEVATION IN THE SLOUGHS DOWN STREAM OF THE BARRIERS SHALL NEVER BE BELOW THE AVERAGE HISTORIC SUMMER LOW TIDE WATER SURFACE ELEVATION.
2. THE ELECTRICAL CONDUCTIVITY (SALT) AT RIO VISTA SHALL NEVER EXCEED 0.87 MMHOS FROM APRIL 1 - AUGUST 15. AND FROM AUGUST 15 - BALANCE OF GROWING SEASON SHALL NOT EXCEED THE NORTH DELTA WATER AGENCY 1981 CONTRACT CRITERIA.
3. THE CULVERTS INSTALLED IN THE ROCK BARRIERS SHALL BE OPERABLE AND SHALL BE LARGE ENOUGH TO CORRECT ANY EXCEEDANCES OF THE NORTH DELTA WATER AGENCY 1981 CONTRACT CRITERIA IN 24 HOURS OR LESS.
4. THE CULVERTS INSTALLED IN THE ROCK BARRIERS SHALL BE OPERABLE AND SHALL BE LARGE ENOUGH TO RETURN TO HISTORIC SUMMER STAGES 24 HOURS AFTER ANY DIVERSION PROBLEMS DOWN STREAM FROM THE PROPOSED TEMPORARY BARRIERS.
5. D.W.R. SHALL MONITOR THE WATER TEMPERATURE DOWN STREAM FROM THE BARRIERS AND THE BARRIERS SHALL BE OPERATED SO AS TO MAINTAIN HISTORIC WATER TEMPERATURES IN BOTH STEAMBOAT AND SUTTER SLOUGHS.
6. IF THE BARRIERS ARE INSTALLED THE OPERATIONAL AGREEMENTS MUST REQUIRE THAT DWR HAVE EQUIPMENT (BOATS) AND DIVERS IMMEDIATELY AVAILABLE TO REMOVE THE KELP AND WATER HYACINTH THAT WILL BE PLUGGING DIVERTERS SUCTION SCREENS BECAUSE OF LOWER FLOWS AND HIGHER WATER TEMPERATURES THAN NORMAL.

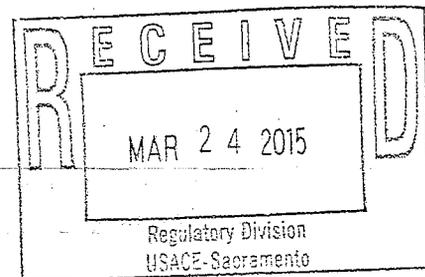
THANK YOU FOR TAKING THE TIME TO UNDERSTAND THESE EXTREMELY IMPORTANT ISSUES.

TOPPER

916-439-3291



DANIEL P. WHALEY
DONIS P. WHALEY
12330 HIGHWAY 160, SUTTER ISLAND
P.O. BOX 385
COURTLAND, CALIFORNIA 95615
916.775.4273
WHALEY500@YAHOO.COM



Via email and US mail
Bill Guthrie
US ARMY CORPS of ENGINEERS
1325 J Street #1350
Sacramento, CA 95814
WilliamH.Guthrie@usace.army.mil

March 13, 2015

Re Public Notice SPK-2014-00187
New application 2015

Dear Mr. Guthrie,

Please deny the new application by the California DWR.

The basis for the denial is the following unaddressed significant adverse cumulative effects:

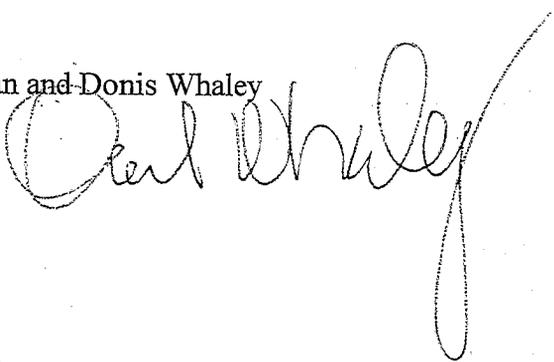
1. The applicant has failed to demonstrate or provide reliable science that the barriers will significantly prevent salt water intrusion into the Delta. Examining figure 1 on page A-4, the untrained eye can see that even if the barriers did slow some salt water intrusion, they are essentially sacrificing everything southwest of the barriers to save those properties to the north. This decision was not identified or discussed, nor is this a proper use of public funds.
2. The barriers will immediately affect water quality, not just on the surface of the sloughs, but will have adverse hydrological effects on Sutter Island itself. The applicant's barriers will create stagnant sloughs on 75% of the navigable waterways surrounding Sutter Island. This is unprecedented and unexplored science, with the realistic potential for long lasting, unavoidable and irreparable damages to Sutter Island. In addition, the potential damages to the subsurface water table have not been analyzed nor has the effect on the levies been determined.
3. The applicant failed to analysis the cumulative effects of erecting these barriers on the environment, including traffic on land and water, as well as the negative impact on the native fish as well as endangered fish species.
4. The applicant foundation for going forward is that because they did this once before in

1977 on one slough, that they can use that data to support closing two sloughs that surround one Island (Sutter Island). Even for a non-scientist, this evaluation seems fatally flawed. The foreseeable damages of silt build up and the damage potential by cutting off water flow without any definite public benefit, makes this 40 million dollars project one you should deny approval/permitting.

5. Looking specifically at the project, the applicant did not consider the cumulative effect of construction of the barriers will have on the communities of Hood and Courtland. The identified rock storage in the town of Hood is a small parcel without access for semi-truck turn around. Trucks must also ingress or egress directly onto State Highway 160 at a near 90 degree turns without visibility. In addition, the traffic, noise, and air pollution effect has not been evaluated. The town of Hood has no sewer system or public restrooms and has only one unopened restaurant. The town of Courtland has a public sewer system, but no public restrooms and only one part-time restaurant. Neither town has a traffic signal light, but merely 4 or 5 stop signs in the entire town. As the landowner adjacent to the Hood rock storage parcel, we do not agree to have a nuisance of rock piles, dirt, dust and traffic, affecting our adjacent property. We have spent thousands of dollars improving our parcels, including approval by the Sacramento County General Plan and Zoning Code to allow wine and beer making and wine and beer tasting. These are not compatible uses with rock storage and removal. In addition the State of California has a Water Testing Facility on this small rock storage parcel that would be compromised by any barge loading or unloading or any pollution into the water.
6. Finally, the applicant has failed to analysis project alternatives, including not building the barriers and instead educating the public on strict water conservation. Lawns and parks are still being watered in Sacramento and though out the Valley. Despite these uses, the State seeks to potentially permanently destroy a 2,500 acre Delta Island to possibly slow some salt water intrusion.

Please review and advice.

Dan and Donis Whaley

A handwritten signature in cursive script, appearing to read "Dan Whaley", written in dark ink. The signature is fluid and somewhat stylized, with a long, sweeping tail on the final letter.



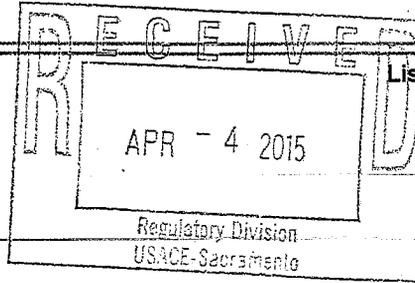
State of California • Natural Resources Agency

DEPARTMENT OF PARKS AND RECREATION

Division of Boating and Waterways
One Capitol Mall, Suite 500
Sacramento, California 95814

Edmund G. Brown Jr., Governor

Lisa Ann L. Mangat, Acting Director



March 30, 2015

Mr. William Guthrie, Project Manager
United States Army Corps of Engineers, Sacramento
1325 J Street, Room 1350
Sacramento, California 95814-2922

SPK-2014-00187 Emergency Drought Barriers

Dear Mr. Guthrie:

On behalf of the California State Parks (Parks), Division of Boating and Waterways (DBW), I submit the following comments aimed to help mitigate the potential impacts of any barrier projects installed within the Primary Zone of the Delta.

Parks-DBW would like to recommend requiring mandatory mitigation for the navigational impact(s) that may arise from the buildup of any invasive aquatic vegetation (i.e., Water Hyacinth) that occurs behind a temporary emergency drought barrier. Mitigation could include the temporary placement of long-reach excavator(s) (892D-LC Excavator Long Front John Deere or like model) to be stationed at each possible emergency barrier to assist in the extraction and removal of any build-up of invasive aquatic vegetation.

Parks-DBW is already engaged in a multi-agency local, state and federal collaborative weed detection and control effort in the Delta and our mitigation recommendation would further aid the necessity for shared responsibility to combat the buildup of invasive aquatic vegetation.

For further clarifications or questions please contact me via email at Christopher.Conlin@parks.ca.gov or Edward Hard, Environmental Program Manager Edward.Hard@parks.ca.gov or via phone at (916) 327-1865.

Sincerely,

Col Christopher C. Conlin, USMC (Ret)
Acting Deputy Director

Mr. William Guthrie
March 30, 2015
Page 2 of 2

cc: Edward J. Hard
Environmental Program Manager
Aquatic Invasive Species Branch
One Capitol Mall, Suite 500
Sacramento, California 95814

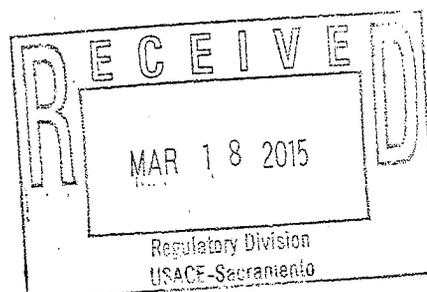
Dr. Patrick Moran
Research Entomologist
United State Department of Agriculture, Agricultural Research Service
Exotic and Invasive Weeds Research Unit
USDA-ARS WRRRC EIWRU
800 Buchanan St.
Albany, California 94710



Sportsmen Yacht Club

March 12, 2015

Mr. William Guthrie
Project Manager
USA Corps of Engineers
Sacramento District
1325 J Street, Room 1350
Sacramento, CA 95814-2922



RE: Emergency Drought Barriers Project

Dear Mr. Guthrie:

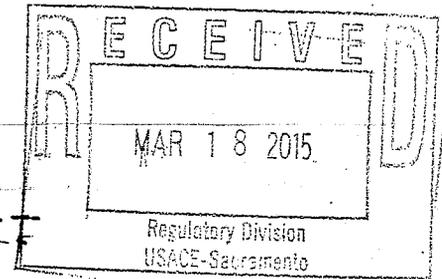
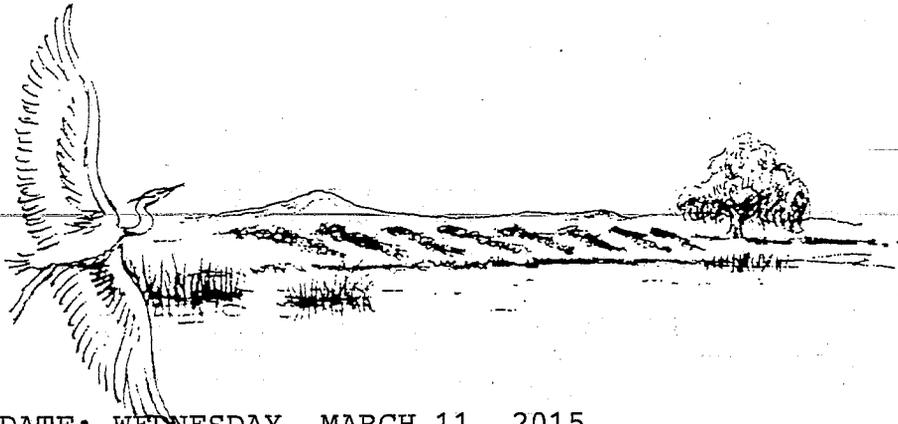
On behalf of Sportsmen Yacht Club, I am writing to express our opposition to the Emergency Drought Barriers as proposed. We appreciate the Department of Water Resources' (DWR's) concerns and believe that they think Emergency Drought Barriers can help maintain water quality for some.

From many years of experience, we know that the Drought Barriers have the potential to degrade our already fragile Delta. We fear for Delta fisheries and endangered species. The rock barriers will have a navigational impact on Delta safety and recreational vessels. We appreciate that DWR is considering a boat ramp and a universal trailer to move smaller craft around the Steamboat Slough barrier. However, there is no consideration for Sutter Slough and West False River. All three barriers should be constructed so that there is no navigational disruption to vessels of any size at any time. We are asking for a full Environmental Impact Report and time for public workshops and meetings in each part of the Delta, with a location that is accessible by public transportation and ADA accessible.

Thank you for your consideration to this very important issue.

Sincerely,

Rick Barton
Commodore



DATE: WEDNESDAY, MARCH 11, 2015

TO: BILL GUTHRIE, PROJECT MANAGER

FROM: TOPPER VAN LOBEN SELS, CHARTER PRESIDENT, NORTH DELTA
CONSERVANCY (NDC)

RE: PUBLIC NOTICE SPK-2013-00187 REGARDING DROUGHT BARRIER

THE NDC IS A 501 C3 NON-PROFIT LAND TRUST WITH A MISSION
STATEMENT THAT STATES "TO PRESERVE AND PROTECT THE AGRICULTURAL,
RECREATIONAL, AND THE WILDLIFE RESOURCES OF THE NORTH DELTA".

THE SUTTER AND STEAMBOAT BARRIERS PROJECT MUST REQUIRE AN E.I.R
AND NOT A MITIGATED NEGATIVE DECLARATION FOR THE FOLLOWING
REASONS:

1. FROM A FLOOD CONTROL POINT OF VIEW OUR MEMBERS ARE CONCERNED THAT THIS PROJECT HAS NO TRIGGER TO REMOVE THE BARRIERS IF THE WEATHER CHANGES OR THERE ARE ANY PROBLEMS WITH UPSTREAM FLOOD CONTROL STRUCTURES.
2. THE PERMIT MUST ONLY BE FOR ONE YEAR BECAUSE DURING THE 1977 SUTTER SLOUGH BARRIER EPISODE WE LEARNED BY TRIAL AND ERROR THAT THE PROJECTED HYDROLOGY WAS NOT VERY ACCURATE WHEN COMPARED TO THE ACTUAL IN THE TRENCHES PUMP AND SIPHON DIVERSION PROBLEMS.
3. THE USACE, DWR AND THE DELTA PROPERTY OWNERS HAVE NEVER EXPERIENCED TWO BARRIERS. THIS SHOULD BEHOVE ALL PARTIES TO BE VERY CAUTIOUS, REQUIRE AN EIR AND ONLY MOVE FORWARD ON THE SECOND YEAR'S PERMIT AFTER WE ALL HAVE LEARNED FROM AND OBSERVED THE ACTUAL IN THE FIELD HYDROLOGY.
4. THE OTHER REASON WE NEED A SINGLE YEAR PERMIT IS BECAUSE IF THE MITIGATION FOR THE FIST YEAR IS NOT ADEQUATE OR IF THERE ARE SURPRISES WE CAN MAKE ADJUSTMENTS IN THE REQUIRED MITIGATION FOR THE NEXT PERMIT THAT MAY BENEFIT AGRICULTURE, RECREATION AND WILDLIFE.

North Delta Conservancy

P.O. BOX 1217 WALNUT GROVE, CA. 95690 (916) 776-4035

5. MANY OF OUR MEMBERS ARE RECREATIONAL BOATERS AND THE ONLY WAY TO UNDERSTAND THE SOCIO AND ECONOMIC IMPACTS OF THIS PROJECT IS TO DO A FULL BLOWN E.I.R.
6. MANY OF OUR MEMBERS LIVE ALONG THE BANKS OF STEAMBOAT AND SUTTER SLOUGHS AND WITHOUT AN E.I.R YOU WILL NOT UNDERSTAND AND BE ABLE TO MITIGATE FOR THE EXPECTED TERRIBLE STENCH AND SMELLS THAT WERE PRESENT ON SUTTER SLOUGH DURING THE FALL OF 1977 WHILE THE SUTTER SLOUGH BARRIER WAS IN PLACE.

Bethel Island Municipal Improvement District

3085 Stone Road

PO Box 244

Bethel Island, CA 94511-0244

(925) 684-2210

Fax: (925) 684-0724

Email: bimid@sbcglobal.net

Web Site: www.bimid.com

April 16, 2014

Bill Guthrie

Project Manager

U.S. Army Corps of Engineers, Sacramento District

1325 J Street, Room 1350

Sacramento, CA 95814-2922

RE: Bethel Island Municipal Improvement District Comments on Proposed False River Barrier;
per Public Notice SPK-2014-00187

Dear Mr. Guthrie:

The Bethel Island Municipal Improvement District, at its regular meeting of March 20, 2014, formally authorized the submittal of a letter from Board President Anthony Berzinas of BIMID's comments on the proposed drought barrier, particularly the False River barrier. This letter was submitted to the Department of Water Resources on April 2, 2014. Please accept the enclosed copy of said letter to Paul Helliker, DWR Deputy Director of Delta and Statewide Water Management, as also constituting BIMID's written comments to the US Army Corps of Engineers.

Thank you for your serious consideration of our several concerns, and for your efforts to thoroughly, properly, and timely evaluate the potentially adverse impacts of this proposed project before any USACOE permits are issued that would enable it to proceed. Thank you as well, should such permit indeed be issued, that it include conditions requiring DWR to fully mitigate and/or provide funding for full mitigation to affected agencies such as BIMID for any such adverse impacts.

Sincerely,



L. Jeff Butzlaff

Interim District Manager

Historic Sausalito

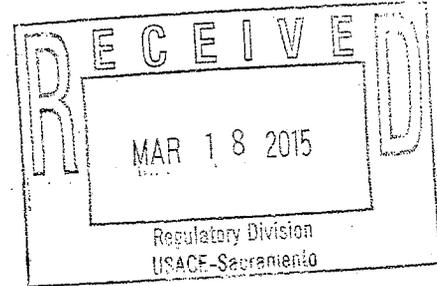


Home of Sportsmen Yacht Club Est. 1931

Sportsmen Yacht Club

March 12, 2015

Mr. William Guthrie
Project Manager
USA Corps of Engineers
Sacramento District
1325 J Street, Room 1350
Sacramento, CA 95814-2922



RE: Emergency Drought Barriers Project

Dear Mr. Guthrie:

On behalf of Sportsmen Yacht Club, I am writing to express our opposition to the Emergency Drought Barriers as proposed. We appreciate the Department of Water Resources' (DWR's) concerns and believe that they think Emergency Drought Barriers can help maintain water quality for some.

From many years of experience, we know that the Drought Barriers have the potential to degrade our already fragile Delta. We fear for Delta fisheries and endangered species. The rock barriers will have a navigational impact on Delta safety and recreational vessels. We appreciate that DWR is considering a boat ramp and a universal trailer to move smaller craft around the Steamboat Slough barrier. However, there is no consideration for Sutter Slough and West False River. All three barriers should be constructed so that there is no navigational disruption to vessels of any size at any time. We are asking for a full Environmental Impact Report and time for public workshops and meetings in each part of the Delta, with a location that is accessible by public transportation and ADA accessible.

Thank you for your consideration to this very important issue.

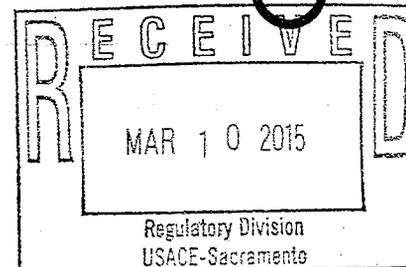
Sincerely,

A handwritten signature in cursive script that reads 'Rick Barton'.

Rick Barton
Commodore



March 4, 2015



William Guthrie, Project Manager
US Army Corps of Engineers, Sacramento District
1325 J Street, Room 1350
Sacramento, California 95814-2922

Subject: Public Comment from the Santa Clara Valley Water District on SPK-2014-00187
Emergency Drought Barriers

Dear Mr. Guthrie,

The Santa Clara Valley Water District (District) appreciates the opportunity to comment on the U.S. Army Corps of Engineers review of the California Department of Water Resources (DWR) project to install temporary rock barriers (Emergency Drought Barriers) and supports the future implementation of the project when needed to protect public health and maximize project benefits. The District understands the concerns with salinity intrusion and the problems in water quality that may arise as a result. In addition, the District is aware that installation of the barriers would reduce demand on reservoir releases required to maintain salinity objectives in the Delta. Conserving water in upstream reservoirs will allow more water that could later be released for critical upstream fisheries and community needs.

The programmatic permit (SPK-2014-00187) under review would allow Emergency Drought Barriers to be installed starting in May and removed by November as needed to protect water quality in the Delta. Under the permit, the barriers could be installed in up to three years between 2015 and 2025. Modeling indicates that the proposed project will help to maintain Delta water quality during severe drought conditions.

The District is the primary water resources management agency for Santa Clara County, providing wholesale water supply, stream stewardship and flood protection for the County's 1.9 million residents and the vital high-tech economy known as "Silicon Valley." Santa Clara County has been called the "economic engine" of the Bay Area, with over 200,000 workers commuting daily from other parts of the region and from the San Joaquin Valley for employment. The District also serves agricultural water users in the southern portion of the County.

The District operates three drinking water treatment plants (Rinconada, Santa Teresa and Penitencia) with a combined capacity of 220 million gallons per day, providing water to seven local retail water agencies. During dry years such as 2014, more than 95% of treatment plant demands must be met with water conveyed through the Delta.

Delivering water that is safe for human health is of paramount concern to the District. Water contractors served by the South Bay Aqueduct, including the District, are vulnerable to water quality degradation in the Delta due to close proximity and limited blending opportunities. In late January, February, and March of 2014, the District's water treatment plant operations were impacted by elevated salinity and total organic carbon levels in State Water Project supplies conveyed through the Delta. In February and March of 2014, trihalomethanes (THMs) reached



levels above the maximum contaminant level (MCL) in portions of the District's distribution system. The District informed its retailers and made modifications to its treatment processes. Water quality continued to be a challenge in April of 2014 when storms increased the loading of organic carbon to the Delta.

The District's ability to provide a reliable supply of treated water that meets human health criteria depends significantly on Delta water quality conditions. Currently available information indicates that the proposed drought barriers will reduce key water quality constituents (salinity and bromide) in the south Delta. This, in turn, will help maintain the treatability of water pumped from the south Delta and avoid the following impacts:

- The District's Penitencia and Santa Teresa Water Treatment Plants use ozonation for disinfection, which oxidizes bromide to form bromate, a regulated disinfection by-product and a known human carcinogen. Bromate formation is significantly increased when higher ozone dosages are required to counteract the added demand of increased organic carbon loading or to combat source water taste and odor from 2-Methylisoborneol (MIB) or geosmin.
- The District's Rinconada Water Treatment Plant uses chlorine for primary disinfection, and all three treatment plants use chlorine to maintain disinfection in the distribution system. In systems such as these, bromide and organic carbon can react with the chlorine to produce THMs, regulated disinfection by-products associated with an increased risk of cancer and adverse reproductive outcomes, among other health endpoints.
- Public confidence in the safety of Santa Clara County's drinking water could be seriously damaged if concentrations of THMs exceed the State maximum contaminant level (MCL) for an extended period of time, and public notice must be issued - a consequence that would have long-lasting effects beyond the drought. The District already has needed to inform its retail water agencies in February and March 2014 that the MCL for THMs had been exceeded in portions of its distribution system.
- Even if THMs in the District's transmission systems can stay below the State MCL, the District's retail water agencies face a higher probability of exceeding the THM MCL in their systems if the treated water that the District delivers is close to the MCL. Wholesale treated water is distributed to our retailers through large transmission mains, but the retailers' distribution systems are smaller scale, and there is longer detention time in transmission for THMs to form. Any required public notification related to exceeding the MCL would have the same negative effect of eroding public confidence in the safety of Santa Clara County's drinking water, regardless of whether the MCL is exceeded in the District's system or in a retailer's system.
- Public support for potable reuse could be harmed by loss of confidence in the ability of treatment technologies to produce safe drinking water. The District has just completed the Silicon Valley Advanced Water Purification Center, an \$80 million facility that is the first step toward potable reuse. Undermining public confidence and support for this key component of the District's Water Master Plan would have far-reaching impacts on our

Mr. William Guthrie

Page 3

March 4, 2015

ability to reduce reliance on the Delta and provide reliable supply for the future of Santa Clara County.

- Salinity in the drinking water supply can cause corrosion, unpleasant taste, and economic impacts to utilities and water users.
- Elevated salinity can also constrain water recycling and groundwater management programs. The District normally replenishes approximately 100,000 acre-feet annually to prevent the return of historic groundwater overdraft, saltwater intrusion from the Bay and land surface subsidence that, if it were to reoccur, would damage critical infrastructure supporting the residents and economy of Silicon Valley.

District staff supports the programmatic permit to allow installation of the Emergency Drought Barriers. Modeled results indicate that installing Emergency Drought Barriers will prevent saltwater intrusion and reduce the risk of unsuitable water quality for Delta users under drought conditions. The ability of DWR to install the Emergency Drought Barriers is considered an important element in protecting the quality of the District's imported water supply.

District staff agrees with the findings in DWR's Emergency Drought Barriers Project IS/MND in regards to environmental impacts. As stated in the IS/MND all potential impacts associated with the project will be reduced to less than significant levels through the incorporation of mitigation measures. The Emergency Drought Barriers Project will allow for improvements to water quality while minimizing impacts to other resources.

The proposed emergency drought barriers in the Delta will protect the District's primary source of supply to its drinking water treatment plants and enable the District to continue to provide safe, reliable water for Santa Clara County. We strongly encourage approval and completion of this project to protect public health and maximize project benefits. For any additional information or questions, please contact Cindy Kao, Imported Water Manager, at (408) 630-2346 or ckao@vallevwater.org.

Sincerely,



Beau Goldie
Chief Executive Officer

Cc: J. Fiedler, G. Hall, C. Kao, J. Nishijima

OSTMAN/ROBERTSON PUMP # 1

Parcel 142-010-33

3/24/2014

Re: DWR Steamboat and Sutter slough Dams

Mr. Topper Van Loben Sels,

You asked us to provide a solution and pricing to guarantee a good water supply to the field crops at the Northwest end of Sutter island. You had told me that during the 1976-77 drought years you could ~~only~~^{NAT} irrigate on low tide levels. I measured your pipe on March 20th at low tide and found it to be about 18' 6". If the dams go in and river flows are low your pump will not work.

We offer an interim pump installation on the river side approximately 6' lower. We will have to scrape the gravel roadway to get an electrical conduit installed about 8" deep through the crown of the levee.

We will provide a pump capable of 1200-1500 gpm, all 10" steel pipe, all electrical equipment, labor and taxes for \$15,380.00.

Since this is only one site and many more may be affected your response is requested as soon as possible as there is such a small window to help everyone. Thank you very much.

Sincerely,

Stan Eddy

AMISTAD RANCHES
P.O. BOX C
COURTLAND, CA. 95615

DATE: SUNDAY, MARCH 15, 2015

TO: MR. BILL GUTHRIE, PROJECT MANAGER

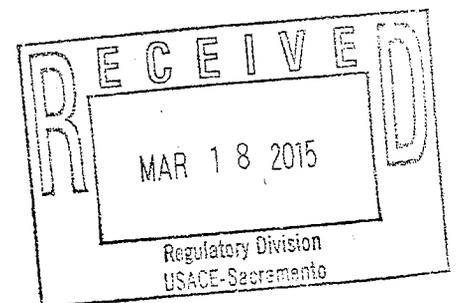
FROM: AMISTAD RANCHES

RE: SUTTER AND STEAMBOAT BARRIERS

WE HAVE CONTRACTED A TOMATO CROP ON SUTTER ISLAND WITH CAMPBELL SOUP.

IT IS IMPERATIVE THAT PUMP ONE (SUTTER SLOUGH) AND PUMP THREE (STEAMBOAT SLOUGH) BE MODIFIED AS PER THE ATTACHED ESTIMATES PRIOR TO THE PLACEMENT OF THE TEMPORARY BARRIERS.

THANK YOU FOR TAKING THE TIME TO REVIEW AND UNDERSTAND HOW IMPORTANT THIS MATTER IS TO OUR FAMILY FARM.

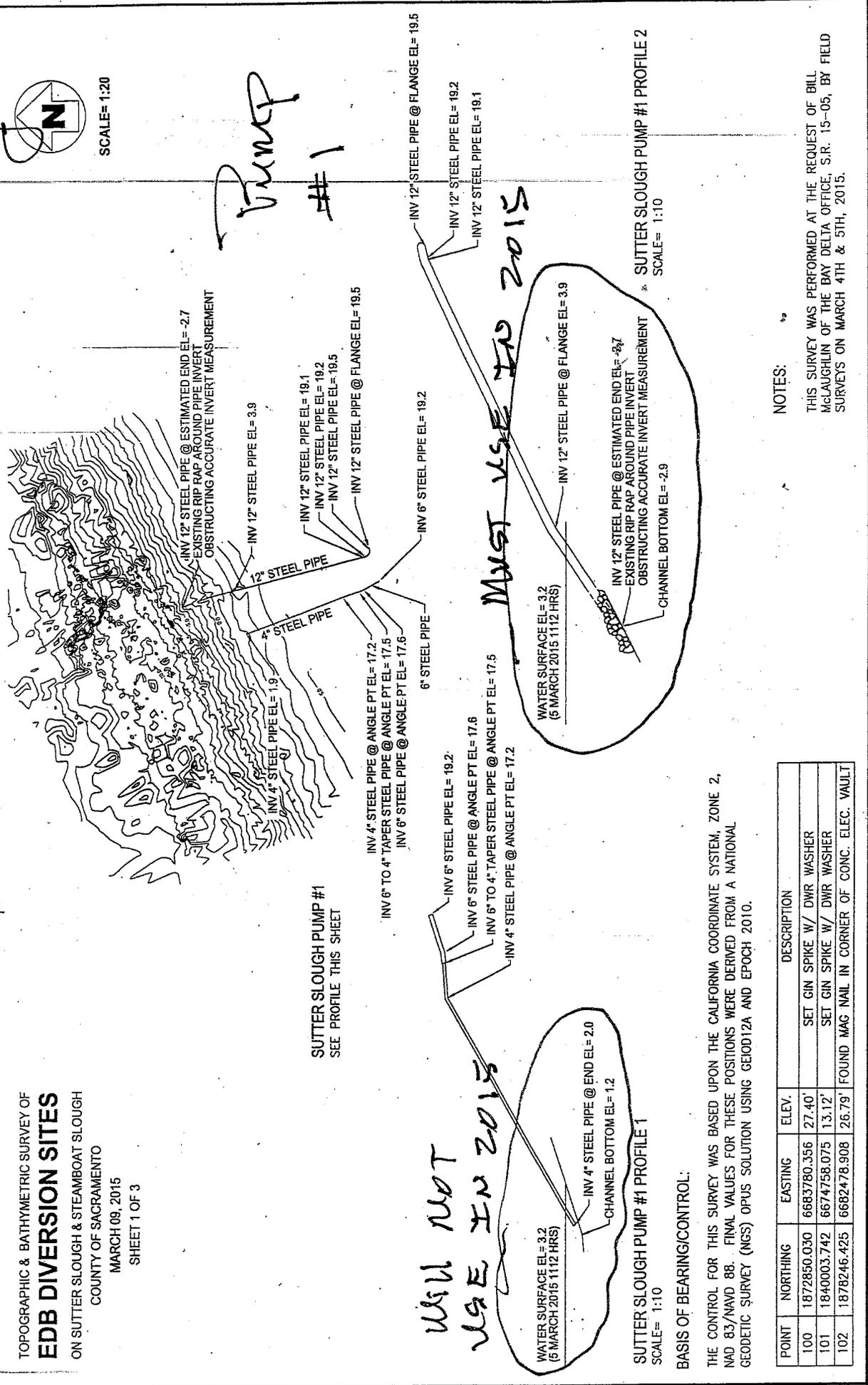


27 AC. CO.

PARCEL 142-010-33

PUMP #1
SUTTER SLOUGH

TOPOGRAPHIC & BATHYMETRIC SURVEY OF
EDB DIVERSION SITES
ON SUTTER SLOUGH & STEAMBOAT SLOUGH
COUNTY OF SACRAMENTO
MARCH 09, 2015
SHEET 1 OF 3



NOTES:

THIS SURVEY WAS PERFORMED AT THE REQUEST OF BILL McLAUGHLIN OF THE BAY DELTA OFFICE, S.R. 15-05, BY FIELD SURVEYS ON MARCH 4TH & 5TH, 2015.

THE CONTROL FOR THIS SURVEY WAS BASED UPON THE CALIFORNIA COORDINATE SYSTEM, ZONE 2, NAD 83/NAVD 88. FINAL VALUES FOR THESE POSITIONS WERE DERIVED FROM A NATIONAL GEODETIC SURVEY (NGS) OPUS SOLUTION USING GEOD12A AND EPOCH 2010.

POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
100	1872850.030	6683780.356	27.40'	SET GIN SPIKE W/ DWR WASHER
101	1840003.742	6674758.075	13.12'	SET GIN SPIKE W/ DWR WASHER
102	1878246.425	6682478.908	26.79'	FOUND MAG NAIL IN CORNER OF CONC. ELEC. VAULT

BASIS OF BEARING/CONTROL:

2/21/2015

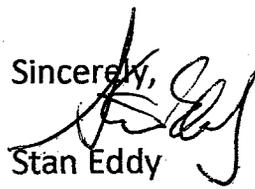
Re: Material pricing for pump modifications at Nelson Ranch

Mr. Topper Van Loben Sels,

Pump would be lowered so that it sat in deeper water. 5' should do the trick. There is 7' of clearance below the pump right now. Here are some possible materials needed. The pump bowl would remain the same but we would have to make some ^{changes} due to the added horsepower and higher lift.

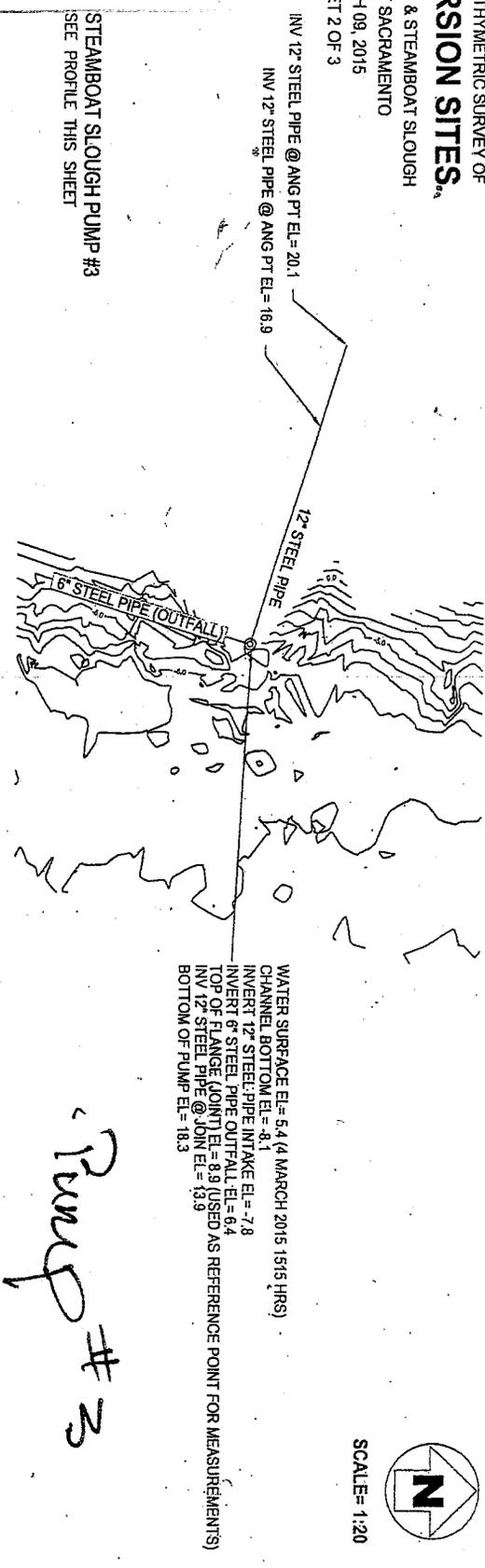
5' 12" column, shaft and tube line	\$3,000.00
20hp motor	\$2,600.00
20hp pumping plant panel	\$1,050.00
Subtotal	\$6,650.00
Sacramento Ag exempt tax	\$166.25
Crane charge(land crane)	\$1,500.00
Eddy electric labor(2 days)	\$2,000.00
Estimate total	\$10,316.25

Sincerely,


Stan Eddy

ARC. Co. STEAMBOAT PUMP # 3
 PARCEL 142-0020-056 Gravels
NEELSON 2

TOPOGRAPHIC & BATHYMETRIC SURVEY OF
EDB DIVERSION SITES
 ON SUTTER SLOUGH & STEAMBOAT SLOUGH
 COUNTY OF SACRAMENTO
 MARCH 09, 2015
 SHEET 2 OF 3



MEASURE AGAIN Much Higher

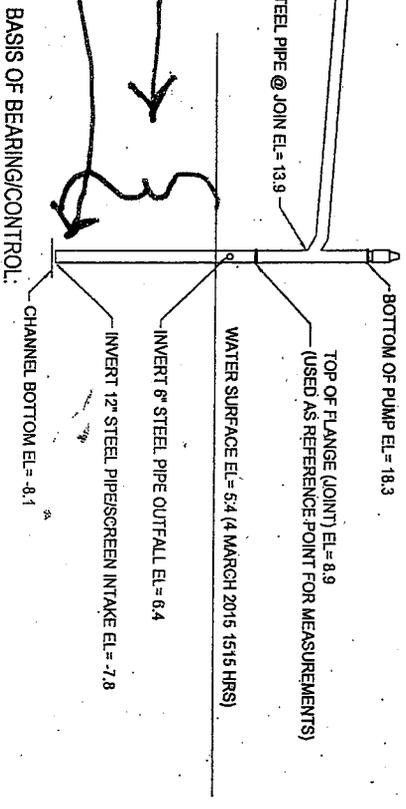
Pump # 3

NOTES:
 THIS SURVEY WAS PERFORMED AT THE REQUEST OF BILL McLAUGHLIN OF THE BAY DELTA OFFICE, S.R. 15-05, BY FIELD SURVEYS ON MARCH 4TH & 5TH, 2015.

BASIS OF BEARING/CONTROL:

THE CONTROL FOR THIS SURVEY WAS BASED UPON THE CALIFORNIA COORDINATE SYSTEM, ZONE 2, NAD 83/VAND 88. FINAL VALUES FOR THESE POSITIONS WERE DERIVED FROM A NATIONAL GEODETIC SURVEY (NGS) OPUS SOLUTION USING GEOD12A AND EPOCH 2010.

POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
100	1872850.030	6683780.356	27.40'	SET GIN SPIKE W/ DWR WASHER
101	1840003.742	6674758.075	13.12'	SET GIN SPIKE W/ DWR WASHER
102	1878246.425	6682478.908	26.79'	FOUND MAG NAIL IN CORNER OF CONC. ELEC. VAULT





State of California • Natural Resources Agency

DEPARTMENT OF PARKS AND RECREATION

Division of Boating and Waterways
One Capitol Mall, Suite 500
Sacramento, California 95814

Edmund G. Brown Jr., Governor

Lisa Ann L. Mangat, Acting Director

March 30, 2015

Mr. William Guthrie, Project Manager
United States Army Corps of Engineers, Sacramento
1325 J Street, Room 1350
Sacramento, California 95814-2922

SPK-2014-00187 Emergency Drought Barriers

Dear Mr. Guthrie:

On behalf of the California State Parks (Parks), Division of Boating and Waterways (DBW), I submit the following comments aimed to help mitigate the potential impacts of any barrier projects installed within the Primary Zone of the Delta.

Parks-DBW would like to recommend requiring mandatory mitigation for the navigational impact(s) that may arise from the buildup of any invasive aquatic vegetation (i.e., Water Hyacinth) that occurs behind a temporary emergency drought barrier. Mitigation could include the temporary placement of long-reach excavator(s) (892D-LC Excavator Long Front John Deere or like model) to be stationed at each possible emergency barrier to assist in the extraction and removal of any build-up of invasive aquatic vegetation.

Parks-DBW is already engaged in a multi-agency local, state and federal collaborative weed detection and control effort in the Delta and our mitigation recommendation would further aid the necessity for shared responsibility to combat the buildup of invasive aquatic vegetation.

For further clarifications or questions please contact me via email at Christopher.Conlin@parks.ca.gov or Edward Hard, Environmental Program Manager Edward.Hard@parks.ca.gov or via phone at (916) 327-1865.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Conlin", written over a horizontal line.

Col Christopher C. Conlin, USMC (Ret)
Acting Deputy Director

Mr. William Guthrie
March 30, 2015
Page 2 of 2

cc: Edward J. Hard
Environmental Program Manager
Aquatic Invasive Species Branch
One Capitol Mall, Suite 500
Sacramento, California 95814

Dr. Patrick Moran
Research Entomologist
United State Department of Agriculture, Agricultural Research Service
Exotic and Invasive Weeds Research Unit
USDA-ARS WRRRC EIWRU
800 Buchanan St.
Albany, California 94710

Bethel Island Municipal Improvement District

3085 Stone Road
PO Box 244
Bethel Island, CA 94511-0244
(925) 684-2210
Fax: (925) 684-0724
Email: bimid@sbcglobal.net
Web Site: www.bimid.com

March 30, 2015

William Guthrie, Project Manager
U.S. Army Corps of Engineers, Sacramento District
1325 J Street, Room 11350
Sacramento, CA 95814-2922

RE: Comments on Proposed DWR Emergency Drought Barriers

Dear Mr. Guthrie:

The Bethel Island Municipal Improvement District (BIMID) much appreciates the opportunity to submit comments to USACOE regarding the Emergency Drought Barriers (EDB) proposed by the Department of Water Resources (DWR) for the installation of three Emergency Drought Barriers, and the extension of your deadline to better enable us to do so. We trust our comments below, and those separately enclosed herein, will serve to facilitate and inform USACOE's purposes in its review of DWR's Section 404 and 408 applications for this proposed Project, in particular their use "in the preparation of an Environmental Assessment and/or Environmental Impact Statement pursuant to the National Environmental Policy Act."

As we provide these comments, please note in particular that they are also intended to reflect a collaborative, collective perspective of those Islands and Districts most directly impacted by the False River Barrier, on which we have been closely conferring with one another. As representing our wider community in our shared region of the Delta, they include comments from our coterminous neighboring Reclamation Districts 2059 (Bradford Island), 799 (Hotchkiss Tract) and 830 (Jersey Island, along with Ironhouse Sanitary District). All our Districts feel we share considerable common ground with one another and, while we each have our respective individual issues and concerns, that they constitute variations on a common theme.

Therefore, the written comments prepared and submitted by BIMID, Bradford Island, Jersey Island and Ironhouse in response to DWR's Initial Study/Proposed Mitigated Negative Declaration are enclosed with this letter for your consideration, and are intended to constitute their respective comments to USACOE as well. Due to an administration transition, Hotchkiss was unfortunately not able to submit written comments on DWR's IS/MND by the March 18 deadline. It does, however, concur with the other District submittals and provides specific additional comments to USACOE for your consideration as discussed below.

We all of course realize and acknowledge the severity of the drought situation, and the need for novel countermeasures in response to it on a regional and statewide basis. However, we don't believe the significant tradeoffs in our Delta region are fully understood and appreciated by DWR, and/or taken as seriously as they should be as to their potential and likely adverse impacts on the Delta communities and Islands in our region. In fact, after carefully reviewing DWR's IS/MND, we have a shared sense that its approach is too often rather cavalier or overtly dismissive as to potential impacts that we regard as quite significant and worthy of serious consideration and analysis, and even compensatory mitigations.

We trust that most of these have been effectively expressed in our respective enclosed comments, and as outlined below. The overriding sentiment is that the Project's potential array of significant impacts are substantially understated in the IS/MND document, and are actually well beyond what an IS/MND can adequately address, and therefore that the Project should be subjected to the rigors of a full, formal Environmental Impact Report process, to include public comment sessions in each impacted region. Too many shortcuts seem to be taken, and assertions made based on "leaps of faith" that are not warranted by the "conditions on the ground" that we locals live with on a day to day basis, and much more fully understand what's at stake.

Among the common themes we call to your attention are the impacts of the substantially changed water velocities on boat access and travel, aquatic recreation, ferry operations, and the undermining of levee integrity due to significantly intensified erosion and scouring, and to greater longer term saturation of levees (too much additional water height for too long a time) that substantially reduce their ability to dry out and be regularly accessed year around for necessary ongoing maintenance and repairs. A priority concern of Hotchkiss is the lack of sufficient analysis and complete failure by DWR to mitigate for impacts to levees from altered flows and intensified seepage that would be directly attributable to the installation of the barriers, particularly at False River.

This is particularly troubling and perplexing to BIMID given that the long awaited Horseshoe Bend Levee Rehabilitation Project has only just been approved by DWR as a \$3.5 million project to address the already substantial velocity and scouring issues at this critical Delta location on Bethel Island (which includes a required substantial \$210,000 local share from BIMID). It is anticipated that such scouring and undermining of this levee, a highly significant regional priority for USACOE as well, would only be further exacerbated by the substantial additional increase in velocities anticipated from the False River Barrier.

In addition to its enclosed comment letter to DWR, Bradford Island requests to be advised of "the current status and timing of the joint project with the U.S. Bureau of Reclamation to place dredged material and reclaim Little Frank's Tract, also for the purpose of salinity." They are therefore asking for "joint studies to review positive or negative projected compounding impacts with both projects - EDB and reclaimed island - in place and that any adverse impact to the District from the placement of the barrier be mitigated. As of this date, DWR has not included this project in its analysis."

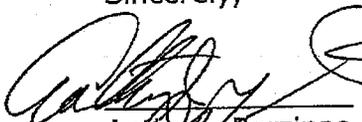
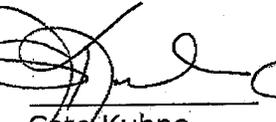
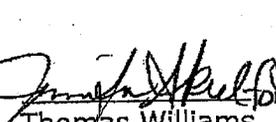
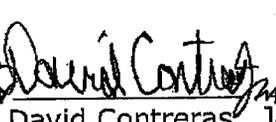
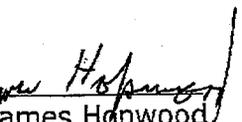
Hotchkiss is also concerned, as are others, that the changes in water flow and increased water temperatures facilitate Hyacinth and Egeria Densa incubation promoting growth of the invasive species. Despite the stated purpose for the barriers, water quality degradation will occur in the areas upstream of the False River barrier due to increased null zones and greater water residence times. Finally, Hotchkiss also recognizes (which DWR downplays) the adverse impacts to recreation and boating transportation due to the obstruction by the barrier of the False River channel. These impacts have not been sufficiently analyzed by DWR and it is unclear whether the alleged benefits from the barriers are actually in the public's best interest.

In reviewing the DWR IS/MND, we were already troubled before we even got through its introductory "Findings," since they contend there are no effects on population and housing, less than significant impact on recreation and transportation, less than significant impact on hydrology with the adoption of proposed mitigation measures, and no substantial adverse effects on humans either directly or indirectly. Its contention that "damage to levees or property is not anticipated based on the expected worse case velocities" is questionable at best, and scour monitoring as indicated therein to document pre-installation existing conditions of critical channels and levees and post removal comparisons is indeed imperative, as would its representation that "DWR would be responsible for any damage documented and verified through the pre- and post-construction surveys."

Extensive additional perspectives, concerns and questions across the broader range of issues addressed (or that should have been addressed) in the DWR MND are provided at length in the enclosed four comment letters to DWR. For the sake of continuity and a complete record, we are also including BIMID's April 16, 2014 letter to the USACOE and our April 12, 2014 comments to DWR regarding the proposed Emergency Drought Barriers submitted therewith as constituting BIMID's written comments to USACOE at that time as well.

Thank you for giving the above comments, and all the more so the comprehensive comments in these enclosed four letters on DWR's MND, your full consideration in making your own determinations as to your permitting process on this proposed Project and the associated NEPA process, as your notice emphasizes, "to determine the overall public interest of the proposed activity" (including ferreting out all "reasonably foreseeable detriments" and the evaluation of "all reasonable project alternatives" which at this point have not been forthcoming from DWR).

Sincerely,

				
Anthony Berzinas, President, Board of Directors, Bethel Island Municipal Improvement District	Cate Kuhne President, Bradford Island (RD #2059) Board of Trustees	Thomas Williams President, Jersey Island (RD #830) Board of Trustees	David Contreras President, Board of Directors, Ironhouse Sanitary District	James Hopwood, President, Board of Trustees, Hotchkiss Tract (RD 799)



Bradford Reclamation District 2059

P.O. Box 346 Bethel Island, CA 94513

Phone: 925-684-3222

Fax: 925-684-3223

March 18, 2015

Jacob McQuirk, Supervising Engineer, Bay-Delta Office
California Department of Water Resources
PO Box 943836
Sacramento, CA 94236
E-mail: DWREDBCOMMENTS@water.ca.gov

**Re: Reclamation District No. 2059, Bradford Island, Comments on the IS/PMND For DWR
Emergency Drought Barriers Project**

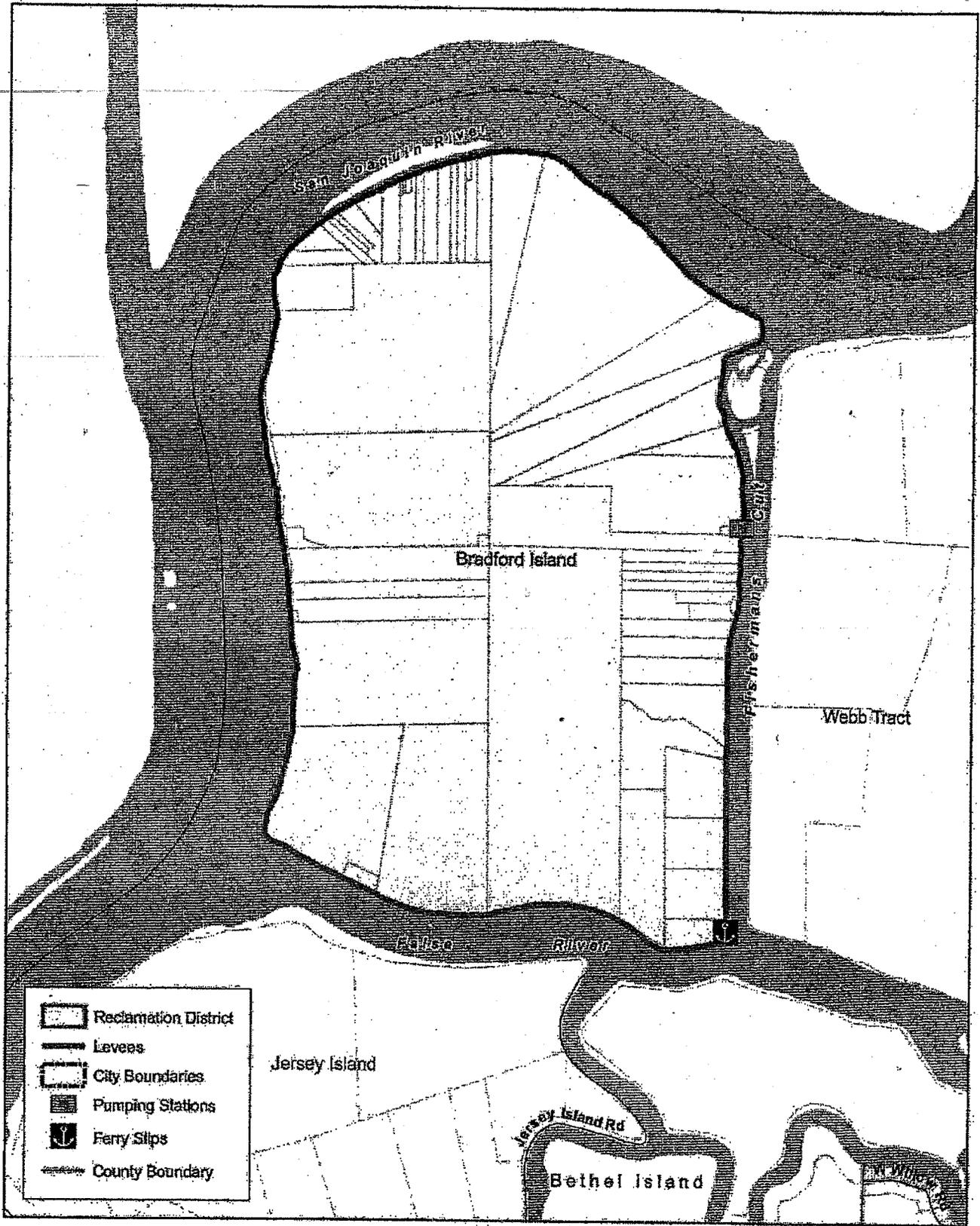
Dear Mr. McQuirk:

Reclamation District No. 2059, Bradford Island (RD 2059) submits the following comments on the Initial Study/Proposed Mitigated Negative Declaration (IS/PMND) for the Department of Water Resources' Emergency Drought Barriers Project, dated January 2015.

As a preliminary matter, the Findings set forth on page MND-2, upon which the Department of Water Resources (DWR) are in error. Specifically, Finding No. 2 states: *"The proposed project would have a less-than-significant impact on aesthetics, geology and soils, hazards and hazardous materials, land use and planning, public services, recreation, transportation and traffic."*

The Project proposes the installation of a physical barrier that completely blocks West False River. This waterway is a major thoroughfare for boat traffic. Should the barrier be installed, there will be a significant impact on recreation, transportation, and traffic in West False River and adjacent waterways. Further, the increased water velocities in False River that will result from the barrier installation are likely to have a significant impact on the operation of the ferry, the Victory II (Ferry), which provides the sole means of vehicle access to and from Bradford Island. The Findings erroneously declare these impacts as "less-than-significant" without the implementation of Mitigation Measures, and the IS/PMND fails to provide any Mitigation Measures to address the actual impacts to public services, recreation, transportation and traffic that will occur as a result of the Project. The Final Initial Study and Mitigated Negative Declaration should recognize that the impacts to "public services, recreation, transportation and traffic" may only be reduced to "less-than-significant" levels by the implementation of appropriate Mitigation Measures.

Map 11-1 RD 2059 Boundary and Coterminous SOI



Map prepared by the State Credit Agency
 by County, State Credit Agency, State of Iowa, 1985
 1020-10-1085

This map was developed by the State Credit Agency
 Development Department, 1985, from the State Credit Agency Program, Iowa
 State Credit Agency, State of Iowa, 1985. It is published as a public service.
 No warranty is made for use of the County boundaries for any purpose.
 This map is for informational purposes only and does not constitute a contract.
 The State of Iowa is not responsible for any errors or omissions.
 County of Cooke, Iowa, State of Iowa, 1985.

0 0.125 0.25 Miles

