

3450 Snug Harbor Drive  
Walnut Grove, CA 95690  
February 9, 2015

Mr. Jacob McQuirk  
Supervising Engineer, Bay-Delta Office  
CA Department of Water Resources  
P.O. Box 942836  
Sacramento, CA 94236

Dear Mr. McQuirk:

I am responding to the IS/MND being circulated for public review. In particular, the "Findings" summary on MND-2 is **FALSE** with regard to the impact on my property and lifestyle along Steamboat Slough.

1. **"The proposed project would have no effects on ... population and housing."**

I can't believe someone paid by the State of CA could come to this conclusion. The fact that the State wants to install barriers to stop the flow of water through Steamboat Slough has a huge impact on the population of Ryer Island, including residents along the slough as well as visitors to Snug Harbor Resort and Hogback County Park.

The population of Ryer Island primarily depends on the use of two ferries to enter/exit the island. If the J-Mack cable ferry is closed during the installation/removal of the rock barriers, we will be forced to rely on the Real McCoy II ferry. Any research into the reliability of the Real McCoy II will prove that we will be negatively impacted. The new ferry only runs every twenty minutes - not "on demand" like the original Real McCoy. If you happen to be the ninth car in line, you do not get on the ferry and have to wait another twenty minutes. This ferry is often inoperable. Without the use of the J-Mack cable ferry, we are forced to drive over the bridge on the northern end towards Sacramento, then backtrack south towards Isleton to actually travel south from Ryer Island to, say, Rio Vista or Antioch. This potentially increases our travel time by as much as

an hour in addition to the cost of gas and increased risk of an accident on the winding two-lane levee roads. At the very least, the Real McCoy II ferry should be required to run "on demand" whenever the J-Mack cable ferry is down. **This is a negative impact to the population of Ryer Island.**

In addition, the barge traffic up and down Steamboat Slough during the construction and removal of the rock barriers will adversely impact my dock and seawall. During the levee reinforcement a few years ago, the wakes from these barges harmed my dock and undermined my seawall. I had to pay for repairs myself.

My property taxes are based on my home being waterfront property. If there is a mud ditch out front in the summer, my property value suffers. Is the State going to direct Solano County to reduce my property taxes to account for the loss of property value accordingly? If so, by what amount? In addition, if I have to sell my property during the ten years of this proposal, is the State going to compensate me for the reduced sale price resulting from the loss of "waterfront" property? A real estate agent has told me that being "on Steamboat Slough with a dock" is worth over \$100,000 in additional value to my home. What specific steps are being taken in this proposal to compensate me should I have to sell? **This is a negative impact to me and others along Steamboat Slough.**

2. **"The proposed project would have a less-than-significant impact on aesthetics, ... public services, recreation, transportation and traffic."**

The lack of a flowing Steamboat Slough (with tides) is more than aesthetically unpleasant. Invasive water hyacinth and hydrilla will overtake any remaining waterway. Mosquitos will multiply in the muck. Who is going to monitor and remedy any resulting stench resulting from the lack of water flow? The residents along Steamboat Slough will suffer.

Public services to Ryer Island will diminish if the J-Mack ferry is shut down during the installation/removal of the barriers. When my father had a medical emergency a few years ago, the first responders came from Rio Vista over the Real McCoy II ferry. He was taken to Lodi by ambulance over the J-Mack ferry. The shutdown of either of

the ferries puts the population on Ryer Island at risk. This is not a "less-than-significant" impact - it's life and death!

I cannot believe that the authors of the IS/MND report concluded that this project would have a "less-than-significant" impact on recreation along Steamboat Slough. I have a 26' boat that I launch at Hogback and tie up to my dock in the summer. According to the report, my boat is too long for the truck/trailer bypass around the barriers. What am I supposed to do? Is there going to be any water in Steamboat Slough during the summer so that my dock is not sitting in the mud? There is significant water traffic all summer along this slough. It is the fastest way to get from the lower Sacramento to the city itself. Yachts, sailboats, wave runners, ski boats, fishing boats and kayaks use Steamboat Slough. This closure will negatively impact all. How do we participate in our usual summer activities if these barriers are installed? Again, I am **negatively** impacted.

I was recently forced by the CA State Lands Commission to spend \$1,225 to apply for a permit for my dock and landing that have been in front of my property for over 35 years. According to the State, my dock and pilings are situated over a waterway that is controlled by State Lands. If there is no water in Steamboat Slough, why was I required to pay for an application and then assessed yearly lease fees for my dock? Do the various State departments even know what the others are doing? Now I am out the application fees for a dock that is potentially useless. Again, I am **negatively** impacted.

My response to the effects of this proposal on transportation and traffic were covered above - again, **negatively** impacting me.

**3. "The proposal would not substantially degrade ... or reduce a fish population."**

I commercially fished for chinook and coho salmon for many years. Their spawning runs up the Sacramento River are paramount for their survival. Steamboat Slough is a significant waterway for the spawning salmon. If the barriers are installed, the salmon attempting to travel up Steamboat will lose their way to the spawning grounds and die. I thought Sacramento River salmon were a protected

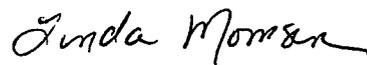
species. Any loss of spawning salmon resulting from these barriers would degrade and reduce their population.

In conclusion, why is Steamboat Slough slated for these barriers? The water through this slough returns to the Sacramento River near Rio Vista. In spite of your researchers' conclusions, this barrier will have a huge negative impact on all residences along the slough as well as residents who live on Ryer Island. If the State wants to retain more water in the Sacramento River, would it be cheaper to close the locks in West Sac for the shipping channel and the cross-cut lock at Walnut Grove? Those barriers are already in place. It would cost less to truck rice to the Port of Oakland than install/uninstall barriers along three waterways. If the amount of water sent to the CA aqueduct was reduced, the increased flow of water from the San Joaquin and Sacramento Rivers would stem the encroachment of salt water into the Delta.

I feel that we are being singled out for an experiment by the State of California that has a huge negative impact on the local residents. Agriculture along Steamboat Slough will lose its irrigation water, the local population will lose a prime waterway for summer activities, and spawning fish are going to die if these barriers are installed.

I would appreciate a response to this letter at the address below detailing how I am going to be compensated for the negative impacts this project has on my property value, the lease of an unusable dock from CA State Lands, my recreation, and my lifestyle. Thank you.

Sincerely,



Linda Momsen  
momsen1365@frontiernet.net  
1365 Aviation Drive  
Lake Havasu City, AZ 86404

cc: Lois Wolke - 8<sup>th</sup> District Assembly