From:	Susan Alexander
To:	DWR Delta Conveyance Scoping
Subject:	Re: Automatic reply: Delta Tunnel comments
Date:	Saturday, April 18, 2020 11:19:52 AM

I sent this in time but it bounced. I was given the wrong email…

Begin forwarded message:

From: Susan Alexander <salexandersf@gmail.com>
Subject: Delta Tunnel comments
Date: April 17, 2020 at 7:26:55 AM PDT
To: wade.crowfoot@resources.ca.gov, karla.Nemeth@water.ca.gov, DeltaConveyanceScoping@water.ca
Cc: Scott Wiener <Scott.Wiener@sen.ca.gov>

To whom it may concern:
I am writing in strong opposition to the proposed Delta Tunnel.

This project would benefit the industrial agriculture and petroleum extraction industries in Southern California to the detriment of Northern California Native Americans and the environment. Fish, wildlife, rivers and streams would be sacrificed to this outrageous boondoggle that should have died long ago.

It shocks me that Governor Newsom continues to pursue it. He has supposedly committed himself to healing the earth and protecting Indigenous people. This flies in the face of that commitment.

Specifically:
• The California governor's office does not have the free, prior and informed consent of the Indigenous people, then he has no right to build the tunnel. No consent, no tunnel!

• The EIR (Environmental Impact Report) should analyze impacts to California's salmon people, including salmon dependent Tribes along the length of the affected watersheds, as well as coastal fishing communities.

• The EIR should analyze alternatives that would increase Delta outflow and reduce water exports as compared to current conditions in the Delta.

• The EIR should analyze the impacts to source waters, and their reservoir storage, including the Trinity, Klamath, Sacramento, Feather, Yuba and San Joaquin Rivers and their tributaries. Water quality impacts from any increased diversions should be included in this analysis.

• The EIR should analyze the cumulative impacts of the Delta tunnels in the context of the new Trump administration Biological Opinions for the Trump Water Plan, the BOR plan to raise Shasta Dam, the long term operations of the

State Water Project, and the proposed Sites Reservoir. Would these new projects and rules be used to fill the tunnels?

• The EIR should analyze water conservation, efficiency, and additional demand reduction measures that would be less environmentally harmful and more economical than the tunnel and achieve the same water supply reliability goals and targets.

• The EIR must analyze the tunnel's consistency with the Delta Reform Act's policy of reduced reliance on the Delta as a water source.

•The EIR must analyze the tunnel's cumulative impacts, with particular focus on:
- ○ global climate change impacts;
- ○ water quality, including effects of increases in salinity, toxic hot spots, pesticides, mercury, and other pollutant discharge that won't be cleaned out due to lack of freshwater in the Delta;
- ○ biological resources, including all species that may be impacted by the SWP, as well as upland habitats that may be affected;
- ○ impacts on tunnel alignment, since the proposed eastern alignment has potential for significant urban impacts for Delta residents; and
- ○ impacts incurred during construction of the tunnel.

• The EIR must adequately analyze the effectiveness of proposed mitigation and conservation measures over the term of the tunnel project, and include mitigations and protections for every impacted watershed.

• The EIR should analyze the economic costs and benefits of the single tunnel project, as well as those of a "no tunnel" alternative and investment in water conservation and efficiency improvements to meet water supply needs.

• DWR must investigate serious alternatives, including a no tunnel alternative that could address the main objectives of this project without any additional water diversions. Input from tribes, traditional ecological knowledge, and the recommendations in the Environmental Water Caucus' "A Sustainable Water Plan for California," should be considered in developing a No Tunnel alternative.

• The ancestral lands and watersheds of the Hupa, Yurok, Karuk, Pit River and Winnemem Wintu tribes should be added to the project area, and they must be consulted as required by CEQA AB 52 as the Delta Tunnel would impact their cultural resources. The Delta Tunnel, if constructed, would be pumping water from these rivers, the flows of which have already been heavily degraded by reservoirs, diversions and hydroelectric projects.

• As required by the UN Declaration on the Rights of Indigenous People, the Department of Water Resources must seek out the free, prior and informed consent of the tribes before greenlighting this project.

• The EIR [why is this EIS and other references are EIR?] must include an environmental racism analysis to determine if the environmental burden of this project will disproportionately fall upon people of color and Indigenous people.

Thank you for your consideration.

Yours truly,
Susan Alexander

Susan Alexander
319 Hill Street
San Francisco, CA 94114

On Apr 18, 2020, at 11:02 AM, DWR Delta Conveyance Scoping <DeltaConveyanceScoping@water.ca.gov> wrote:

The Delta Conveyance Project scoping comment period officially closed on April 17th at 5:00 p.m. Please direct all communications and requests for information to deltaconveyance@water.ca.gov.

From: Mellon, Erin@DWR
To: DWR Delta Conveyance Scoping
Subject: Fwd: Public Comments For Delta Tunnel Conveyance Project
Date: Friday, April 17, 2020 5:19:54 PM

From: Vogel, Nancy@CNRA <Nancy.Vogel@resources.ca.gov>
Sent: Friday, April 17, 2020 3:50:14 PM
To: Mellon, Erin@DWR <Erin.Mellon@water.ca.gov>
Subject: FW: Public Comments For Delta Tunnel Conveyance Project

I get emails like this once in a while.

From: I KINNEY <ikinney2015@gmail.com>
Sent: Friday, April 17, 2020 3:47 PM
To: Vogel, Nancy@CNRA <Nancy.Vogel@resources.ca.gov>
Subject: Public Comments For Delta Tunnel Conveyance Project

To State of CA,

The Delta Tunnel project will adversely effect me and my family's livelihood. The amount of water needed for this project pushes salmon and other endangered species past the brink of extinction and inturn attacking my cultural, food, and economic systems. This attempt to prioritize this project over actual inclusion of Tribes and clean water for historically disadvantaged communities. We cannot have another public funded infrastructure project that threatens the life's of CA Indians and our health and well being.

The water credits used for this project also needs to be evaluated on a much more public scale. As the world's financial institutions have also targeted Indigenous communities in CA for the natural resources we are tasked to steward.

My points:
-because of Covid-19 pandemic, you must extend the public comment section or suspend the planning/permitting process of this project
-becaue of water coming from Trinity river and it's watershed, you need to include all tribes downstream for formal Sec 106/AB52 consultations. (See "Winters Doctrine")
-include this environmental analysis as a package with Gov Newsoms other water infrastructure projects to get a comprehensive analysis of the environmental ramifications of this and all in his recently released portfolio.

Thanks and please seriously considering retiring this project and focus the same resources towards Indigenous-led water resilience infrastructure projects.

Isaac Kinney

Hotline – Voicemail Transcriptions

Letter number: DCS855

From: 209-609-6149
To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 209-609-6149)
Date: Wednesday, April 15, 2020 10:48:39 AM
Attachments: 54257005.wav

Hi my name is Josephine Sambado and I'm calling because I think all the meetings and all the decisions about the Delta need to be delayed. I think the virus has put us all in a position that a decision as enormous as the Delta tunnels should be postponed and meetings for the Delta tunnel should be postponed, committee meetings, all of that should be postponed. This is something we should put in the future when the public can express itself properly and be able to attend different functions in regards to the tunnels. I would appreciate please that we put everything on hold and discuss it sometime in the future when the public is truly able to participate. My phone number is 209-609-6149. My email is jllsam@comcast.net. Thank you.

Letter number: DCS856

From: 510-289-9180
To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 510-289-9180)
Date: Friday, April 17, 2020 3:45:25 PM
Attachments: 54285351.wav

"Hello my name is Daniel [Danielle?] Woody. I'm calling to oppose the new single tunnel conveyance plan because it will still cost the same as the old plan and while it is 40% smaller, it will still have drought issues and also there will be environmental problems such as sea level rise from the salt water intruding into the Delta, and the project is intended to take 23 years and during that the costs will keep climbing as inflation rises. Therefore I oppose the plan because it would also harm the Delta and it's recreation along with forming and commercial fishing because the Sacramento San Joaquin Delta is where a large number of salmon pass through and without any salmon the commercial fisherman will be able to make any money. Therefore I opposed the Delta tunnel plan. Thank you so much for your time. My phone number is 510-289-9180 and my ZIP Code is 94552. Again my name is Daniel Woody and my phone number is 510-289-9180. Thank you."

Letter number: DCS857

From: 530-547-5345
To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 530-547-5345)
Date: Wednesday, April 15, 2020 9:02:32 AM
Attachments: 54254879.wav

"I just wanted to make a comment as a resident of Northern California where we have fewer voting voices but there needs to be a balance between salinization of the Delta and the normal flow of water from the North State and also farmers and great valleys cannot be hamstrung by the manipulation of water supplies to the farmers. The population of Southern California was sort of built artificial way on water supply that was not really local and perhaps mitigation efforts there could help reduce the amount of water needed from the

North State. I can be copied at jgoedert@frontier.net.net and I'd be interested in seeing the progress of the Delta conveyance project. Thank you.

Letter number: DCS858

From: 530-848-1272
To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 530-848-1272)
Date: Tuesday, April 14, 2020 1:33:52 PM
Attachments: 54248122.wav

My name is Rodney Deweese, 530-848-1272. I am completely against any tunnel project taking water from Northern California and sending it to Southern California. If fresh water is to be used in Southern California for any other reason, it should be done by using the desalinization from the ocean and bringing fresh potable water in; that way the aquifer and the groundwater can be filtered and cleaned and naturally, and it will raise and increase the water purity and ability for our farmers have sustainable futures moving forward. Thank you.

Letter number: DCS859

To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 707-495-8243)
Date: Tuesday, April 14, 2020 4:43:14 PM
Attachments: 54250419.wav
Onebox

707-894-2237 That's a California phone number, Cloverdale. My name is Anita Jennings. I'm calling because I'm very concerned about what's gonna happen. I really feel that with our honest and knowledgeable input, our fisheries are doomed. Little by little they will perish but not obviously you will imply that they're being cared for, just as you're going to protect the wetlands which is really doubtful. It doesn't fit in to big Ag, and it doesn't fit in to westland development and it doesn't fit in to our current federal administration which is only interested in money and power and I'm really afraid that damage will be done to the whole estuary and after it's all done and at an incredible financial cost, we're gonna say "uh oh, this isn't gonna work, look at what we should have done differently". I know it's been a long term project to put the interest or the environmentalists really hasn't been listening to. I think basically nobody really cares about the environment at all. We're just a society totally focused on financial gain and big Ag is doing fine, they don't need more water. We don't need more almonds. What we need are more salmon and more smelt. This is an incredibly valuable industry and nobody's really looking at it seriously. Thank you."

Letter number: DCS860

From: 707-836-6595
To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 707-836-6595)
Date: Wednesday, April 15, 2020 10:28:17 PM
Attachments: 54263420.wav
Onebox

Hi. I'm calling to make a comment on Klamath River water diversion for the Delta. I'm opposed. My name is Glen Caldwell. My phone number is 707-836-6595 again 707-836- 6595. I was on the Klamath River during the Klamath River fish kill when water was diverted for potato farmers

by previous administrations. I've seen the effects of high water temperature on salmonid health - those fish died because of high water temperatures and because they were infected with parasites that thrived in high water temperatures. I live in Northern California on the coast. Many of my neighbors are salmon fisherman and support a huge part of the economy in Northern California and the wild salmon deserve protection. Let farmers in the Central Valley find other sources of water or change to other crops. Salmon are historic species that deserve protection. I fish, my neighbors fish."

Letter number: DCS861

From: 925-449-2210
To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 925-449-2210)
Date: Tuesday, April 14, 2020 12:16:09 PM
Attachments: 54246618.wav

Good morning my name is Clark Freitas and my email address is imcaf@cs.com. With this Corona virus going on and everything up in the air, jobs and everybody staying in the house, you know I really feel as though Governor Newsome really should give that 45 days that the Restore the Delta is asking for. Otherwise people aren't gonna show and it's gonna seem like no one cares and that's really not the truth, and I own several properties literally along the water, maybe look up my name and you can find me in Contra Costa County and this whole Delta tunnel thing, I've tried to stay out of it, but it's really it's really gonna take a toll on the Delta, the wildlife the boating and fishing, I mean I can go on and on. Anyways I only have five minutes so I wish they'd reconsider you folks would reconsider and give that 45 days for comment but I appreciate it. Thank you.

Letter number: DCS862

From: 925-451-7090
To: shay.humphrey@icfi.com; tiffany.mendoza@icfi.com; heather@jb-comm.com; anne@jb-comm.com
Subject: Onebox Voicemail (Callback: 925-451-7090)
Date: Tuesday, April 14, 2020 7:39:10 PM
Attachments: 54251109.wav

Hi this is Sherry Cole from Kaiser Home Care and I am an RN for over 43 years. I think it's absolutely awful that during the COVID-19 that Governor Newsom is not stopping any of the actions on the Delta tunnels which I am against. The water should not be taken from our Delta. You're going to destroy Northern California and you're going to destroy people's lives up here. My address is 1350 Indiana Drive Concord California 94521 and I am against the Delta tunnels and especially any actions during COVD-19. Thank you. Bye bye.

Letter #	Name2	Date	Organization	Comment
863	Anita Bussell	3/3/2020	aboriginal residents of the Trinity River, Trinity County California- the Bussell, Henderson and Koon families…	I am almost 70 yrs old my mother is 90 yrs and her sister is 101 yr... all of our lives the water has been a battle to keep..mom and her parents did not agree or support the Trinity Dam and can see why… the water keeps getting taken from the Trinity River and sent some where else... look at the lands in the USA that were desert and now the land is being made into gardens…at the price of the water..... Hoover Dam... no water.... the Colorado River no longer runs free it runs dead.....the oceans are polluted with no fresh water helping them to clean the stuff that is left in it.....we have a drought going on ..... the water is needed here where is started of course for the fish but for us humans too…all lives matter.....keep the water in the river.....not in the tunnel .....
864	Christine Kroger	3/14/2020	individual	I do not support the Delta Conveyance Project. It will be devastating to the well being of the Delta and the community in Stockton.
865	PHYLLIS BALA	3/15/2020	SACRED GROUND COMMUNITY EDUCATION & RESOURCE CENTER	The negative impact of Sites Reservoir will be extremely costly for many reasons, by increasing the water removal from the Sacramento and Trinity Rivers. This negative impact will affect the public, tribes & their lands, aquatic wildlife & our natural environment on many levels. Please reconsider your decisions & take the following into deeper consideration. Thank you. — The lack of consultation with Native tribes and communities from the Klamath-Trinity to the Sacramento watersheds – whose livlihoods and lifeways will be negatively impacted by the increased removal of water from those sources. — The negative impact that construction of the Delta Tunnel would have on Delta communities (increased truck traffic and pollution, decreased air quality) — The lack of consultation with Delta area tribes, whose traditional villages and burials will be violated by tunnel construction. — The devastating effect of reduced Sacramento and Trinity water flows on the already suffering salmon, delta smelt and other aquatic wildlife — The lack of examination of options for water conservation and natural recharge of aquifers, and reducing the rampant misuse of water to benefit a handful of wealthy landowners at the expense of the majority of citizens
866	Kathleen Whitefield, RN, BSN, PHN	3/16/2020	Concerned Citizen	As a health professional , resident of the Sacramento River, and SF Bay Delta, I am against diversion of waters from this unique diverse eco system. As we know the health of the river and SF Bay depend on the influx of fresh water flows. Wetlands maintenance is important to healthy waters and life in the SF Bay Area. Diversion of Water will affect the fisheries. Smelt and Salmon in particular. Diversion of water will Concentrate Environmental Toxins that find their way to our river from home use of toxins to agriculture applications. One of these is the Glyophosphate from Round-up by Monsanto/Bayer. Another is Atrozine from the Syrgenta Corp which is banned in their home country of origin. The concentration of toxins many of which are endocrine disruptors will impact all wildlife and human health downstream. There are many communities that source some/all of their water from the Sacramento River Delta these toxins are not usually able to be filtered. Furthermore, over the years we have heard politicians and others promote the diversion of this ecosystem water ways for various reasons. They try to say it is for farmers. Yet we know that it was also intended for use in Shale Fracking. Many of these politicians have donations traced to this oil industry. No Fracking in California! No water diversion for Fracking! In Addition, if it is for “farms” why then are stake holders from Southern California stating it is also for human consumption. Communities from different regions need to be sustainable with the resources from those regions. It is not healthy, cost effective or sustainable to draw resources from where they are naturally occurring, and needed, to support unsustainable growth and usage in other municipality areas.

Letter #	Name2	Date	Organization	Comment
867	Tony Dunkle	3/17/2020	Sulzer	The cost overruns and 23 year time table along with the complete shutdown and disruption of the delta is unacceptable. The minimal efforts to control the massive growth in the Los Angeles basin and control the extreme amount of water usage is unacceptable. The Colorado river water that flows into the So Cal region is using approximately 112 feet of water from the Lake Mead water reserve annually. This water is used mainly for the imperial valley irrigation (desert) district and the massive population in the LA Basin. If there was any thought to limiting the growth in SO CAL, and not start taking water reserves to the overgrown regions in this state, I would think that the water tunnels and the budgets would be utilized for other programs that would enhance the livability in California.
868	Denece Vincent	3/17/2020	N/A	As global sea levels rise there will be significantly LESS water available to send South as evidenced by the Bay-Delta model in Sausalito. Southern portions of California need to prepare now to meet their own water needs locally and not depend on infusions from Sacramento River water. It does no good to make the Delta go saline to support Growers of almonds and pomegranates in the southern valley! Don't destroy our Delta environment!
869	Gary Graham Hughes	3/17/2020	Biofuelwatch US (Global Justice Ecology Project)	There are many concerns about this proposed infrastructure project, the most serious is that the project threatens the ecological integrity of California's freshwater and tidal ecosystems. For instance, the potential impacts on the Trinity and Klamath Rivers have been and continue to be ignored by the agencies and private sectors proponents of a tunnel based Delta conveyance system. This proposed project is untenable, and does not serve the public interest. It is high past time to pursue more community based responses to the questions of water scarcity, the protection of biodiversity and the stewardship of an inclusive human economy that operates within the ecological limits of the landscapes that we depend upon for our livelihoods. No Delta Tunnel!
870	Dr. Gregg Wrisley	3/17/2020	N/A	The Delta is in poor shape already as a result mainly of water removal. This project would kill one of the greatest estuaries in the world. As the climate crisis worsens, we need to be strengthening our environment, not destroying it. Once the Delta is destroyed, then where are we going to get water from? We must look for other sources of water now, not after we have destroyed the Delta. Things like water recycling, desalinization, more efficient water practices could go a long way toward helping to meet our water needs without destroying the Delta.
871	Helene Sisk	3/17/2020	Winnemem Wintu Tribe	As an Indigenous woman, I cannot imagine my life without Salmon. Not only, is Salmon a staple food in our lives... but it is a big part of our Origin story. The Salmon gave us his voice and we will forever 'Show up, Stand up and Speak up' for our beloved Salmon.
872	Richard Huffman	3/17/2020	N/A	This proposal for the tunnels will impact the over all Delta ecological systems. Not only fish and wild life but farmers that depends on the water flow. A very bad idea. Thanks for listening. Rick

Letter #	Name2	Date	Organization	Comment
873	Barbara Chapman	3/19/2020	Various	These are my questions: With what water will future Delta tunnel and dams and reservoirs be able to operate? Will California's key water agencies, yours among them, conduct thorough, factual, and honest outreach to all communities, especially environmental justice and disadvantaged communities in their service areas regarding the costs of proposed projects and water outcomes? With lengthy and costly construction logistics, have California's key water agencies, yours among them, done the necessary "due diligence" studies to make fully informed decisions about a future Delta tunnel, dams, and reservoirs? Have these decisions been balanced with considerations for maintaining, retrofitting, repairing, and preserving existing water agencies' infrastructure, especially any future repairs and changes needed at Oroville Dam?
874	Bill Hartman	3/19/2020	Taxpayer	Water is extremely important to all of California. The Delta is important and fragile. The Delta has been abused and misused drastically by both the State and Federal Water Projects. Something does need to be done to manage the Delta water transfers better. However, the Tunnel or Tunnels are only to stoke certain egos. They are an environmental disaster: the construction will destroy the Delta, the maintenance costs will be astronomical, and they will be irreparable if damaged. The cost to rebuild all of the roads, displace the local traffic and residents,
875	Sean Taketa McLaughlin	3/19/2020	Individual	Please do not take water from our natural ecosystems to supply unsustainable and wasteful practices in other parts of the State. Our river ecosystems require adequate water to maintain the life of salmonids and other species that we rely upon for a healthy quality of life. NO TUNNELS or other diversions of water from true North California. Instead, extreme conservation measures need to be taken for areas that consume more water than they have
876	Carlyle Terry	3/20/2020	Citizen	Having been a resident of the town of Discovery Bay for eleven years I don't want our area destroyed by the tunnel project and the over pumping of water to the corporate farms in the desert. This is an unsustainable project. It does nothing to add one drop of water to the system. We as a state that. should be using science to guide us instead of corporate special interest. The farmers have a right to make a living but maybe they should learn to manage their resources better. They are planting even more trees than ever in a state that is mostly an irrigated desert. Maybe limiting the demand for water by not over planting in an area that has no natural supply of water would be prudent.
877	Katherine Wright	3/20/2020	River Delta Unified School District	River Delta Unified School District is concerned about the scoping of the Delta Conveyance Project. As the Superintendent I meet regularly with the Board of Trustees, my Cabinet and Administrative Team as well as facilitating stakeholder feedback meetings with teachers, school support staff, parents and community members. The Delta Conveyance Project raises grave concerns from all of these groups. From a maintenance of facilities standpoint, our custodial and maintenance staff is concerned about the increase of dirt and dust that will be produced from the project. This also raises concerns from our school nurses in our health services department because it will increases the chances of our students battling asthma to have breathing problems during the school day and also in their homes. Our teachers are concerned about the noise and traffic distractions the project will produced during the school day and during the evening hours when the children are doing their homework and attempting to get a good night's rest. They feel as if there are already too many factors in their lives that pull their attention away from their academic instruction that they do not need another one. The Cabinet and Administrative Team are concerned with the decrease in water quality for irrigation of our playing fields for our recesses, Physical Education instruction, and athletic programs. Additionally, they are concerned about the quality of the water their students will be drinking. Many of our schools are on fragile well systems and require a stabilization of the water table adjustments. We are worried that the Delta Conveyance Project will have a negative effect on our systems and cause a financial strain our District's budget. We have not heard of the project will require permission for access point through our District's property but we have not had success with this type of thing before and are not agreeable to this sort of request. All stakeholder groups are opposed to the Delta Conveyance Project for the reasons listed above.

Letter #	Name2	Date	Organization	Comment
878	Richard Solomon	3/21/2020	N/A	In the midst of the coronavirus situation here in Calif please postpone any hearings about the Delta tunnel project. People are far too engrossed in trying to protect their health and that of their loved ones to engage in any other issues like this one right now. It will be an injustice if you proceed with this project at this time.
879	Inder Preet Singh	3/25/2020	Caltrans - District 4	1. Figure 1 of the NOP does not appear to show the current alignment of State Route (SR) 4. Recommend updating this Figure to show current features. 2. All proposed encroachments for the Delta Conveyance Project within existing State Highway right of way must meet Caltrans policies. In particular, encroachments must meet policy requirements in Chapter 17 of the Caltrans Project Development Procedures Manual (PDPM). 3. Contra Costa County and Contra Costa Transportation Authority (CCTA) will need to carefully review the Delta Conveyance Project alternatives and ensure that all encroachments within future SR239 proposed alignments meet Chapter 17 of the PDPM. 4. The Delta Conveyance Project involves encroachments within multiple Caltrans Districts. Have other Caltrans districts such as District 10 been notified of this project?
880	Muriel Strand, P.E.	4/2/2020	N/A	Factors to be considered for a complete and robust analysis of this project include: 1. How will this project fit in with California's whole plan for current and future water storage and conveyance? 2. How will this project affect sustainable agriculture? 3. How will this project affect the Bay-Delta region and water resources? 4. How will the energy for operating this project be acquired without the use of fossil fuels? 5. How will this project affect the Bay-Delta economy and residents, now and in the future? 6. How can water users in the San Joaquin Valley and the Los Angeles area become self-sufficient in water resources, without using large amounts of electrical energy to transport water long distances? 7. How will the ecological health of the Bay-Delta region be ensured now and in the future? 8. Maximizing sustainability by minimizing energy-intensive water transport. 9. Have all stakeholders been able to realistically access all relevant information and have all had adequate opportunity to comment? 10. Will the decision be based on ecological health or financial profit?
881	Stephen Rosenblum	4/10/2020	N/A	Water has been and will continue to be an important resource for our state. Next to breathable air it is the next most important resource for maintaining life. Whenever we make decisions regarding the allocation of water, we must take the time and effort necessary to come to the best decisions regarding its best uses to provide the most benefit to all. There is no need to rush to judgment as the results of these decisions will remain with us for many decades if not centuries. In this dangerous time of the COVID19 pandemic, many Californians will not have a proper way to have input into this important decision. Among them are those impacted by the digital divide; essential workers; environmental justice communities; Northern California tribes; people caring for the sick; those struggling financially. I urge you to postpone the deadline for public input until such time as the pandemic crisis has passed.
882	Will Mehrten	4/13/2020	N/A	We need to see this project through. We had billions approved by CA tax payers years ago to have a better long term water strategy and shocked to see that we are still in this phase of a solution.
883	Lee Provost	4/13/2020	Private property owner	I say NO to this proposal. Why dig up and ruin property, affect farming, tear up migratory bird spots, and basically ruin the beautiful Delta to have water go to southern CA? 3,000 CFS water flow is not worth it, neither is 6,000 CFS is a pittance- a small amount of water conveyance to dig up and possibly mess with sea water intrusion into our waterways. There has to be a different way, perhaps a reservoir? NO to your proposal.

Letter #	Name2	Date	Organization	Comment
884	John David Hammett	4/14/2020	STCDA	I do not believe the current plan takes into effect any real and unbiased analysis of the following concerns: New impacts to Discovery Bay from the new, closer shaft and includes dust, noise, car traffic, navigation disruptions, and devaluation of property during the construction of the tunnel. Central Corridor impacts on boating & recreation and resulting economic loss to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. How are we going to enjoy our current un mitigated use of the waterways around the delta during construction? I see no details in the plan showing how navigational routes will not be effected by construction marine traffic, the blocking of waterways and mooring(s) blocking use of navigable waterways for years! Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. Impacts on Delta farmers. Horrible impacts on the historic legacy communities in the north where they are still planning on locating the intakes practically on top of those communities. Muck piles left on Delta islands. Where are the environmental studies to show the muck after it dries out will not be blown by the delta winds into the surrounding communities. What is in this dust? Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. How is it anywhere close to conceivable that this water grab will be anything but detrimental to the waterways and life on and in the CA Delta?
885	Claudia Mackey	4/14/2020	N/A	Restore the Delta (RTD) advocates for local Delta stakeholders to ensure that they have a direct impact on water management decisions affecting the water quality and well-being of their communities, and water sustainability policies for all Californians. We work through public education and outreach so that all Californians recognize the Sacramento-San Joaquin Bay Delta as part of California's natural heritage, deserving of restoration. We fight for a Delta whose waters are fishable, swimmable, drinkable, and farmable, supporting the health of the San Francisco Bay-Delta Estuary, and the ocean beyond. Our coalition envisions the Sacramento-San Joaquin Delta as a place where a vibrant local economy, tourism, recreation, farming, wildlife, and fisheries thrive as a result of resident efforts to protect our waterway commons. I believe that Restore the Delta speaks for those of us living in the Stockton Delta area, and as such, I am in accord with the comments they have made, to wit: This comment conveys my views on the Notice of Preparation (NOP) for the Delta Conveyance Project (DCP) issued January 15, 2020, by the California Department of Water Resources (DWR). I seek to put before you a few key questions and our discussion of them: With what water will future Delta tunnel and dams and reservoirs be able to operate? Will California's key water agencies, yours among them, conduct thorough, factual, and honest outreach to all communities, especially environmental justice and disadvantaged communities in their service areas regarding the costs of proposed projects and water outcomes? With lengthy and costly construction logistics, have California's key water agencies, yours among them, done the necessary "due diligence" studies to make fully informed decisions about a future Delta tunnel, dams, and reservoirs? Have these decisions been balanced with considerations for maintaining, retrofitting, repairing, and preserving existing water agencies' infrastructure, especially any future repairs and changes needed at Oroville Dam? Thank you for your consideration.
886	Barbara Steinberg	4/14/2020	Are You That Woman	This process should be stopped - now and into the future. But for the now, until communities and those impacted have time to respond. During this Covid-19 crisis it is incomprehensible that this process has continued. I have attended more than one meeting/hearing. Despite community response, you/the State persist. Now is not the time. You cannot have a full impact report if those impacted are unable to provide input. Sincerely - Barbara L Steinberg

Letter #	Name2	Date	Organization	Comment
887	SCOTT MONDLOCH	4/14/2020	SELF	This letter conveys my concerns on the Notice of Preparation (NOP) for the Delta Conveyance Project (DCP) issued January 15, 2020, by the California Department of Water Resources (DWR). This letter also seeks to put before you a few key questions and our discussion of them: With what water will future Delta tunnel and dams and reservoirs be able to operate? Will California's key water agencies, yours among them, conduct thorough, factual, and honest outreach to all communities, especially environmental justice and disadvantaged communities in their service areas regarding the costs of proposed projects and water outcomes? With lengthy and costly construction logistics, have California's key water agencies, yours among them, done the necessary "due diligence" studies to make fully informed decisions about a future Delta tunnel, dams, and reservoirs? Have these decisions been balanced with considerations for maintaining, retrofitting, repairing, and preserving existing water agencies' infrastructure, especially any future repairs and changes needed at Oroville Dam?
888	Joseph Selby	4/14/2020	N/A	I am strongly opposed to the current plan for the single tunnel. This project would create enormous disruption to the quality of life for residents of Discovery Bay due to noise, traffic, air pollution and other factors. The path of the tunnel is entirely too close to residential portions of Discovery Bay.
889	Todd Scruggs	4/14/2020	Discovery Bay Homeowner	This tunnels plan is so wrong. These tunnels will turn the delta into a swamp with the lower amount of water flowing through it. Fish will die by the millions. It will destroy a recreation area for millions of residents because the water will become unusable due to lack of flow. This new plan is also terrible because it will shutdown part of the delta that is a very high recreation area. This new plan will bae disruptive and damaging to the Discovery Bay community. Smells from mud dug up, constant noise from the work going on. Possible structural damage to nearby homes due to heavy construction in the area causing the ground to shake. needs to move or remove this Discovery Bay shaft and alter the tunnel route away from Discovery Bay homes. Central Corridor impacts on boating & recreation and resulting economic loss to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. Impacts on Delta farmers. Horrible impacts on the historic legacy communities in the north where they are still planning on locating the intakes practically on top of those communities. Muck piles left on Delta islands. Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta.
890	Cheyene DeWeese	4/14/2020	Mountain West Financial	Hello Delta Conveyance. I am against the creation of any tunnel project that takes water from Northern California and sends it to any other region including Southern California. If Southern California or any other region wants fresh potable water, it should use the desalination process from the Pacific Ocean. Desalination allows for farmers and ranchers of the central and northern valleys to use water which provides a sustainable future for agriculture (California grown fruits, vegetables, nuts, milk and so many other wonderful things). A tunnel project almost certainly destroys sustainability of any agricultural system and perpetuates the decline of wetlands, fisheries, farm land and any other green pastures where they still exist. Thank you.

Letter #	Name2	Date	Organization	Comment
891	Alice Neuhauser	4/14/2020	Citizen	For years the Bay-Delta ecosystem has been severely affected by a lack of freshwater flows that has led to loss of natural habitat for species and livelihood for Delta communities. Fresh water in the Sacramento and San Joaquin Rivers is in high demand. As a result, the federal Central Valley Project and California's State Water Project – massive water storage and delivery systems operated by federal and state agencies, respectively – function in a manner that increasingly reduces the amount of freshwater flows that make it through the estuary. In fact, from 1986 to 2005, water exports and upstream diversions reduced the average annual net outflow from the Delta into the Bay by nearly 50 percent, and in some months, nearly 65 percent. This extraordinary level of water diversion from the Delta has nearly driven extinct numerous fish and wildlife species. It has also severely decreased the amount of fresh water for people living in Delta communities to use for drinking, bathing, cooking, and recreating. In recent years, the lack of flow has led to large toxic algal blooms in parts of the Delta. So, this matters for the future of of fish and wildlife. Let's get this right before it is too late. The tunnel environment report (EIR)The tunnel environmental impact report (EIR) should consider the following: ● The EIR should analyze alternatives that would increase Delta outflow and reduce exports as compared to current conditions in the Delta. Specifically, the EIR should examine a "no tunnel" alternative. ● The EIR should analyze water conservation, efficiency, and additional demand reduction measures that would be less environmentally harmful than the tunnel and achieve the same water supply reliability goals and targets. ● The EIR must analyze the tunnel's consistency with the Delta Reform Act's policy of reduced reliance on the Delta. ● The EIR must analyze the tunnel's cumulative impacts, with particular focus on: o global climate change impacts; o water quality, including effects of increases in salinity, toxic hot spots, pesticides, mercury, and other pollutant discharge that won't be cleaned out due to lack of freshwater in the Delta; o biological resources, including all species that may be impacted by the SWP, as well as upland habitats that may be affected; o impacts on tunnel alignment, since the proposed eastern alignment has potential for significant urban impacts for Delta residents; and o Impacts incurred during construction of the tunnel and the reservoirs required for water storage. ● The EIR must adequately analyze the effectiveness of proposed mitigation and conservation measures over the term tunnel project. ● The EIR should analyze the economic costs and benefits of the single tunnel project, as well as those of a "no tunnel" alternative and investment in water conservation and efficiency improvements to meet water supply needs. o For ratepayers in Southern California, it is important that you have comparisons to a no-tunnel option in terms of financing. Thank you.
892	Anita Jennings	4/14/2020	California citizen and lifelong resident	Nothing trump touched is good for environment, people, small farmer, wildlife. Salmon and smelt(salmon food) are doomed. Fisheries are a multi million dollar industry. Westland is a developer for so ca and big agriculture.without honest, knowledgeable input ,fisheries ,estuary, wetlands will be destroyed in reality but of course, not on paper. A tragedy awaits most of us.
893	George Mark Remelman	4/14/2020	Self / Restore the Delta	The Delta must be protected! In the 70's it was the Jerry Brown Peripheral Canal, today it is the Delta Tunnel. The destruction of the Delta's fragile Ecosystem by water grabbers must be stopped! If there is any doubt about what can happen, look at the Owens Valley water project. Pristine land & watershed was destroyed to send water to LA, where wasting water is a way of life. Stop the project and send the Southern California money / lobbyists packing!
894	Melanie Barna	4/14/2020	Self employed	I do not approve a water conveyance tunnel. There are better solutions than the conveyance of water from the California Delta as a means to provide water to Southern California. Before any excavation is to be done, the EIR should analyze water conservation, efficiency, and implement reduction measures that would be less environmentally harmful than the tunnel and achieve the same water supply reliability goals and targets. The EIR should analyze a "no tunnel" alternative and investment in water conservation and efficiency improvements to meet water supply needs and compare those improvements to the cost of production of said tunnel. With Gratitude Melanie Barna

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895	Jorge De Cecco	4/14/2020	Self	The tunnel environmental impact report (EIR) should consider the following: ● The EIR should analyze alternatives that would increase Delta outflow and reduce exports as compared to current conditions in the Delta. Specifically, the EIR should examine a "no tunnel" alternative. ● The EIR should analyze water conservation, efficiency, and additional demand reduction measures that would be less environmentally harmful than the tunnel and achieve the same water supply reliability goals and targets. ● The EIR must analyze the tunnel's consistency with the Delta Reform Act's policy of reduced reliance on the Delta. ● The EIR must analyze the tunnel's cumulative impacts, with particular focus on: o global climate change impacts; o water quality, including effects of increases in salinity, toxic hot spots, pesticides, mercury, and other pollutant discharge that won't be cleaned out due to lack of freshwater in the Delta; o biological resources, including all species that may be impacted by the SWP, as well as upland habitats that may be affected; o impacts on tunnel alignment, since the proposed eastern alignment has potential for significant urban impacts for Delta residents; and o Impacts incurred during construction of the tunnel and the reservoirs required for water storage. ● The EIR must adequately analyze the effectiveness of proposed mitigation and conservation measures over the term tunnel project. ● The EIR should analyze the economic costs and benefits of the single tunnel project, as well as those of a "no tunnel" alternative and investment in water conservation and efficiency improvements to meet water supply needs.
896	RT Fox	4/14/2020	Citizen	Please, please, please do NOT proceed with the proposed Delta tunnel! Science matters and this tunnel will dramatically reduce the quality of life for fish and people that depend on our delta as it exists now. There is barely enough water now and with future droughts it will be worse...and taking so much water away for almond farmers is just not right. Please do the right thing and do not approve this project.
897	Sheryl Lipari	4/14/2020	N/A	Millions of us object to diverting fresh river water away from the fragile Delta ecosystem. Simple logic dictates that lowering fresh water flow will result in sea water intrusion which will destroy the Delta habitat and the fertile agricultural land adjacent. A simpler saline conversion program in SoCal can provide needed water there, as well helping to lower rising sea waters. This tunnel is a killer in more ways than one.
898	Linda Hanson	4/14/2020	Linda Hanson	Any new tunnel diverting water away from the delta is not good for the local farmers, businesses, the natural wildlife, boating communities, fishing communities, parks along the delta, and the residential communities within 20 miles of the delta. The noise pollution will travel far across water and disrupt the peace and quiet of the delta life. Any new tunnel will destroy all communities and there will no longer be a delta region. The food source from agriculture is an essential resource which will be jeopardized by any new tunnel.
899	Terry Laughlin	4/15/2020	Local homeowner	This is the worst idea yet. It cannot come this close to residential areas.
900	Richard Smart	4/15/2020	self	When we deliberate, regarding the issue of the Delta Conveyance Project, we must veer off from political division. We are treading on a vital area of California lands which serves all of life. This riverine system which comprises the Sacramento River and it's Delta is the very source and sustainer of the Great Central Valley of California. This world of land and water is like a heart, delivering vital resources to the body of the state. Please base all decisions about the future of this 'Heart of California' on careful deliberation collaboratively, with respect of maintaining a pristine natural and agricultural landscape.
901	Michael Davis	4/15/2020	N/A	Hello, Please reconsider the Tunnel plan out of the Delta along with the new shaft planned by Discovery Bay. This will hurt my home value along with many other residents which I have worked hard for to take care of my family and enjoy our best lives. This tunnel/shaft will impact the Delta water flow/wild life and create reverse flow from the ocean. Also with the shaft construction noise and impact to our community, Along with Highway 4 is already a dangerous road without all of this. DWR needs to move or remove this Discovery Bay shaft and alter the tunnel route away from Discovery Bay homes. Also this is crazy and should be illegal that you can try to move forward with this when we all have shelter in place.

Letter #	Name2	Date	Organization	Comment
902	Justin Raleigh	4/15/2020	Discovery Bay Resident	Hello, I am a Discovery Bay resident, local fishing guide, and avid boater. I feel strongly against the proposed tunnel plan that will run through the south Delta into Clifton Court. This tunnel will greatly affect our waterway access to the south Delta areas such as Tracy. Beyond just water and fishing access, this also sits right in my own backyard. The added construction will cause traffic on an already plagued highway, pull water from an area that is already being drastically affected by the removal of fresh water at the current rate of extraction. The consumption and extraction of fresh water from the south Delta is causing fish death, decreased populations of our natural fish and bird species, and blue green algae in many parts of the Delta, especially Discovery Bay. This additional tunnel and increased extraction will increase the salinity content and brackish water. Which will further kill our native fish populations and increase the risk of aquatic vegetation decomposition, which intern will increase the risk of toxic water and algae growth. The enlarged bay will also cause the potential for more mesquites and the diseases they carry infesting areas like Discovery Bay. We need better solutions that will not destroy the beauty of the California Delta and affect the life of the residents in the South Delta areas. Please consider other solution to our water problems such as desalination plants, rain collection and water treatment processing plants that can work for exterior watering solutions and save drinking water, for just that, not watering plants and lawns. The Delta has drastically changed over the last 10 years. What used to be clean clear water, now looks brown or green. Algae consumes many areas that were once clear of it, the fish population has greatly diminished, and more and more I see dead bloated fish and birds when out fishing. I firmly believe that this is from the increase pull of fresh water and the increased chemical treatment of the aquatic vegetation. Stop abusing and killing one of California's and our nations greatest natural resources. We have the technology to find a better way and pillaging the Delta. Thank you for you time. Concerned residents, Justin and Nicole Raleigh Discovery Bay, CA
903	Edward Stetson	4/15/2020	Stockton Yacht Club, Pacific Inter-club Yacht Assn., IOBG, PICYA	The "Delta Conveyance Project" would be a disaster for the ecology of the estuary, agriculture, Boating, fishing and the entire lifestyle of central California, It is a gross waste of money and does not contribute one drop of additional water, all to support the production of non-essential crops for Westland Agri-business. To protect this marvelous estuary for our children, grandchildren and future generations, we will fight this illegal water grab forever! The fact that you continue to pursue this boondoggle through the COVID-19 shutdown is proof that you intend to ram the scoping process through as little public comment as possible. SHAME ON YOU LACKEYS OF BIG AG!

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904	Janette Saale-Baehr	4/15/2020	Discovery Bay Yacht Club	The Byron Tract Maintenance Shaft needs to be moved or removed entirely away from the residential community of Discovery Bay. New impacts to Discovery Bay from the new, closer shaft.: Reduced property value Constant construction and drilling noise Central Corridor impacts on boating & recreation and resulting economic loss to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Impacts negative on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. Hwy 4 is a commute nightmare as it is. Impacts negative on Delta farmers. Horrible impacts on the historic legacy communities in the north where they are still planning on locating the intakes practically on top of those communities. Muck piles left on Delta islands. Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. Decreased water flow causes stagnation and invasive plants to increase, reducing navigable waterways Indian Slough would be directly impacted, and affect boating traffic, as this is the main waterway to / from Discovery Bay. There are NUMEROUS intakes at the southern end on the Delta very close to Discovery Bay including the California Aquaduct and Delta Mendota Canal already sucking the life, and fish, out of Old River. Encourage statewide water conservation, drought resistant landscaping, desalinization, more water holding storage capability This is a BAD idea for a tunnel and shaft. STOP THE TUNNEL
905	Mark Lambert	4/15/2020	N/A	As a long time resident in Discovery Bay, I am firmly opposed to any Tunnel projects. It will adversely affect our community and do irreparable harm to our environment. Please not tunnel(s). 1). Specifically, the central Corridor impacts on boating & recreation and resulting economic loss to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. 2). Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. 3). Impacts on Delta farmers. 4). Horrible impacts on the historic legacy communities in the north where they are planning on building the intakes practically on top of those communities. 5). Impact on wetlands. 6). Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. 7). Lack of emergency services (ECCFPD only has 4 fire stations, and as we know that isn't sufficient already. And 8). ECCFPD already has to cover traffic and emergency on Highway 4 and the Byron Highway).

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906	Linda Lambert	4/15/2020	N/A	As a long time resident in Discovery Bay, I am firmly opposed to any Tunnel projects. It will adversely affect our community and do irreparable harm to our environment. Please not tunnel(s). 1). Specifically, the central Corridor impacts on boating & recreation and resulting economic loss to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. 2). Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. 3). Impacts on Delta farmers. 4). Horrible impacts on the historic legacy communities in the north where they are planning on building the intakes practically on top of those communities. 5). Impact on wetlands. 6). Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. 7). Lack of emergency services (ECCFPD only has 4 fire stations, and as we know that isn't sufficient already. And 8). ECCFPD already has to cover traffic and emergency on Highway 4 and the Byron Highway).
907	Linda Hall	4/15/2020	Self	We are totally against any tunnel. The delta ecosystem, local farmers and business will not survive. Heritage towns will be destroyed. Changing the route will not solve the problems. Hey four has a lot of traffic and cannot sustain the impact of heavy trucks added to destroying the fragile roads. Disposing of the muck is another huge problem. You have not addressed that issue with an appropriate solution. Finally it is irresponsible to hold public meetings at this time of a national emergency. Linda hall
908	Susan Ludwig	4/15/2020	none	No changes should be made without starting over, getting all environmental impact and scientific studies done before any work begins. The people living in the Delta area need protections against this hijacking of the water, as well as being put under the stress of the impending construction and the noise, dirt and congestion which will surely follow. NO TUNNELS.
909	Donald Ludwig	4/15/2020	none	Since they want to make substantial changes to their plan they need to go through the permit application process starting at square one. Just the same as having a permit to add a 2000 sq ft addition to your home, then changing the plans to demolish the old home and replace it with a new 9000 sq ft structure with 7 bedrooms and 9 bathrooms, and wanting to do that on the same original bedroom building permit.
910	Liz Earp	4/15/2020	No	Any change of the natural water flow of the delta should be prohibited
911	Milt Baehr	4/15/2020	Sierra Snowcats	DWR needs to move or remove this Discovery Bay shaft and alter the tunnel route away from Discovery Bay homes. All of the old issues remain if they chose the "Central Corridor": New impacts to Discovery Bay from the new, closer shaft. Central Corridor impacts on boating & recreation and resulting economic loss to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. Impacts on Delta farmers. Horrible impacts on the historic legacy communities in the north where they are planning on building the intakes practically on top of those communities. Muck piles left on Delta islands. Impact to wetlands. Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. Lack of emergency services (ECCFPD only has 4 fire stations, and as we know that isn't sufficient already. And ECCFPD already has to cover traffic and emergency on Highway 4 and the Byron Highway). Many of the old issues remain if they chose their "Eastern Corridor": Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. Impacts on Delta farmers. Horrible impacts on the historic legacy communities in the north where they are still building the intakes practically on top of those communities. Muck piles left on Delta islands. Impact to wetlands. Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta.

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912	Barbara S Chapman	4/15/2020	Many	As a fifth generation Californian I am deeply concerned about, and profoundly skeptical of, the proposed Delta "conveyance" project. Particularly worrying is the agribusiness protection approach taken by you and DWR in promoting this project. Following the worst year of drought in 500 years (2015), one would think you might reconsider business as usual in state water distribution. I refer you to the letter sent by Restore the Delta on March 20, 2020 for details on what you should be considering with respect to the project's purpose, realistic supply of water in a changing climate, effect on Northern California communities, actual projected cost burden, opportunity cost of not pursuing better water infrastructure improvements, valid alternative measures to reach the objectives of the project, and proper analysis of its environmental impacts.
913	Barbara S Chapman	4/15/2020	Many	As a fifth generation Californian I am deeply concerned about, and profoundly skeptical of, the proposed Delta "conveyance" project. Particularly worrying is the agribusiness protection approach taken by you and DWR in promoting this project. Following the worst year of drought in 500 years (2015), one would think you might reconsider business as usual in state water distribution. I refer you to the letter sent by Restore the Delta on March 20, 2020 for details on what you should be considering with respect to the project's purpose, realistic supply of water in a changing climate, effect on Northern California communities, actual projected cost burden, opportunity cost of not pursuing better water infrastructure improvements, valid alternative measures to reach the objectives of the project, and proper analysis of its environmental impacts.
914	Jan McCleery	4/15/2020	Save the California Delta Alliance (STCDA), Discovery Bay	Various organizations representing Delta citizens, including STCDA President Karen Mann, have sent formal requests to DCA and DWR to postpone all tunnel-related activity until after the pandemic crisis is over. In particular, anything requiring Delta Stakeholder feedback is inappropriate to require during this pandemic. I would like to also request the NOP Scoping comment period be extended to at least 45 days after Governor Newsom's emergency order is fully lifted and we can once again hold large meetings to gather feedback. Many of us attended the February NOP Scoping meeting in Brentwood and the room was over-flowing. DWR provided little detail; but they received a great many comments. On March 11, a significant amount of detailed information was presented to the SEC by the DCA. Save the California Delta Alliance has worked over the years to be ensure the Delta community is informed about the current status of projects that will affect the Delta and strive to collect their feedback and concerns. When new information is released, it is typical for us to hold a Town Hall in the Discovery Bay Elementary Gymnasium where we present the latest information and hear from our legislators. Typically we have our County Supervisor and CA Assemblyperson speak and others such as our CA Senator and representatives of US legislators. But we have been unable to hold a Town Hall or group meeting to enable discussions and question/answer sessions during this pandemic. Typically we can do that before major comment periods, or at least get the information out to Delta folks. It is even difficult to even ask for people's attention on emails or material distributed during this crisis because folks are too focused on more important topics: home schooling, keeping their businesses afloat, financial worries, safety concerns for essential workers in their family, and concerns for elderly or ailing relatives. This leaves the Delta folks that will be the most negatively impacted by this project without adequate information to respond, even if they had the bandwidth at this time. There was huge response (negative) about the WaterFix project over many past years, and that project was finally remanded to DWR in 2018 and then withdrawn by DWR in 2019. Disappointingly, this "new" project has the same significant impacts. The tunnel is years in the future, if it is ever even built. There is no need to forge ahead during a crisis. We, in the Delta, say the "No Tunnel" alternative is the right answer - coupled with Newsom's Portfolio of better technologies and approaches: Groundwater recharge, desalination, recycling, and good old conservation (e.g., replacing L.A. lawns with desert landscaping). Once again, please delay this comment period until 45 days after restrictions about meetings have been lifted and the world is back to somewhat normal for everyday citizens. Note: Assemblyperson Jim Frazier has also made this request to Gov. Newsom.
915	Scott Van Ausdal	4/15/2020	Discovery Bay resident	As a lifelong Delta enthusiast, sportsman, boater, business owner, I strongly oppose the current DWR tunnel plans, especially the new Discovery bay route. The Environmental, economic, and recreational impacts to name just a few would be devastating to the Delta region and the businesses surrounding the Discovery Bay area. There are absolutely better options that would far better serve the communities as well as benefit the DWR than the current plans that are being brought forward.

Letter #	Name2	Date	Organization	Comment
916	Darrell Musick	4/15/2020	N/A	Hello, I am writing to document my strong resistance to the tunnel project planned to send more Delta water to southern california. The planned tunnel would have a serious negative impact on the homes around the Discovery Bay area as well as the water quality throughout the Delta system. I urge the decision makers to consider the long term impact of water loss, especially during drought years, when water is diverted for crops and other competing needs. There are many opportunities to manage our limited water supply, I hope the agricultural community can learn to manage with smart farming techniques that may lead to lass water demand. The burden of agricultural should not have detrimental effects on fish, waterfowl and the communities that rely on the Delta for sustainability. Thank you, Darrell Musick
917	Randall Gast	4/15/2020	Save the California Delta Alliance	Please change the tunnel route to be away from our homes in Discovery Bay. This tunnel project will impact the values of our homes, the lifestyle of water sports, fishing, and the thousands of birds in this sanctuary. Many of us have moved to Discovery Bay, to enjoy living on the water in a quiet community, safe and without noise of heavy equipment pounding and drilling. There are over 1500 homes in Discovery Bay. Please push the tunnel further away from our homes. Highway 4 is extremely busy during the week with commuters going to and from work. Large trucks will severely impact the commute times. Thank you for your consideration, [illegible]
918	Jan McCleery	4/15/2020	Discovery Bay	The EIR needs to be readable. The BDCP/WaterFix EIR was not readable. It interspersed information about each of the multiple alternatives in one section, making it almost impossible to read through and find out the details about the preferred alternative. It was tens of thousands of pages!!! That's ridiculous. Normal people cannot absorb or process that much, excuse my french, crap. The maps in the EIR need to be updated maps. For example, in many WaterFix maps, Mildred Island, an important anchorage bringing in boaters from throughout Northern California that then utilize South Delta mom & pop businesses and boat-related businesses, was never noted as an important anchorage. In some maps it was still shown as an island. In addition to that, update the Recreation section that was in WaterFix to list actual important boating recreation areas, like "The Bedrooms", "Mildred", the area around the Hilton's 4th of July 3,000 boat firework display so you can clearly show the impact (of the Central Corridor) on boating & recreation. Label important boating features. Do some homework. Label the islands on the maps. Show the roads, Show the existing communities. The maps are so lacking no one can tell what is being impacted. Add the marinas, important waterways, state parks, etc.
919	Rebecca richert	4/15/2020	Flow pro plumbing	Keep the delta !
920	Catherine Howard	4/15/2020	None	The tunnel project on the Delta must stop! It is absolutely appalling that this fight has been going on for so long. What a despicable waste of time and money. Leave the Delta alone!!!!
921	Marsha & Michael Walsh	4/15/2020	STCDA	As a homeowner in Discovery Bay I am opposed to the proposed location of a tunnel and a shaft located adjacent to Discovery Bay homes. I strongly feel that it be removed/relocated to another site much farther away from our homes. It's amazing to me that any planner could conceive of such a location for this work!
922	Keith Ryan	4/15/2020	resident	Opposed to the route near Discovery Bay, and against the tunnel plan, Horrible idea; amazing that the planners are clueless how much damage this would cause to the community. Going to be a huge wave of resistance and lawsuits if this moves forward.
923	Jennifer Formoso	4/15/2020	Person living in the state of California (and it is ridiculous that I would need to work in an organization to comment)	Do not drain our delta. Do not build a tunnel to drain our delta. Do not continue to strip the delta of water. Do not damage the ecosystem in the delta by building a tunnel to drain water from the delta. It is offensive and wrong that you would even consider doing this. Sincerely, Jennifer Formoso
924	ANON	N/A	N/A	Please postpone tunnel meetings and comment periods in order to get proper public comment. Trying to push this through while citizens are prevented from protesting is shameful governance.

Letter #	Name2	Date	Organization	Comment
925	Riadh Khairalla	4/15/2020	Self	Please postpone the public meeting and comment period. I am very much opposed to the tunnel project as in its current form it will severely impact my Delta property. The shelter in place directive makes it impossible for me to attend the public meeting and to state my opposition to the current plan. Again, given the current circumstances under COVID-19 shelter in place please postpone the meeting and extend the comment period. Thank you
926	Scott R Pope	4/16/2020	Delta Water Skiers	This project will effect the Delta water heavily.By taking the fresh water before it enters the Delta this will cause a lot more invasive plants like Hyacinth & Blue Green Algae to invade the waterways.Discovery Bay will have to deal with the possibility of underground issues & very bad water.This will also impact Delta recreation with the closure of main arteries.There are better solutions for Socal to help fix their water situation.
927	Jan McCleery	4/16/2020	Discovery Bay citizen, past president of STCDA	ABANDON THE CENTRAL CORRIDOR ROUTE. For all of the right reasons, your Independent Technical Review Committee (ITRC) said that the Central Corridor is logistically impractical and the ITRC does not recommend this corridor be further studied. This is what Delta folks have been saying for ten years. To quote the committee's report: "The shaft locations are located a significant distance from Interstate 5, accessible by only farm roads with hindrances such as narrow weight-restricted bridges and single lanes. This makes supporting large operations, which requires a constant transfer of materials and people in and out, impractical and expensive as well as difficult to price. In addition, addressing safety, including hospital access and tunnel safety duplication, creates a costly layer or redundancy without definitive costs. While it was recognized that extensive roadway, levee, and likely barge improvements could be constructed as part of the project for the Central Corridor, the ITR offered: - The cost of improvements to provide reliable and safe access and egress at each site would exceed the cost of additional length of tunnel required for the East alignment. - Levee re-build, barge, and site preparation & stabilization is temporary work, and much of it (e.g. barge facilities) will require removal; - Labor and construction safety costs, regardless of improvements, are too uncertain to price due to the location and distance from any shaft on the Central Alignment to developed land/communities." As far as safety, the map DCA posted with the March 11 SEC meeting information, showing Contra Costa County emergency info reflected 9 fire stations within the ECCFPD. We haven't had nine stations since 2008! The best we have are 3-4 (one is closed again now I believe). The nearest Fire Station to construction on Discovery Bay Blvd. has been closed since 2008. Emergency. What the lack of fire stations in the area currently means is that for residents that live on the Discovery Bay east side waterways and golf course, emergency help (e.g. paramedics) cannot get to our homes within the eight minutes required to prevent a coma in the case of a heart attack or similar. I lost our neighbor two houses away from my house due to exactly that scenario. In case of a house fire, the fire department often can only save nearby structures. The house on fire is left to burn. The lack of sufficient emergency services in East Contra Costa County is a failure of Prop 13 and the Delta being classified as a “rural” area. The existing three to four stations have to cover 249 square miles and 128,000 residents. In addition, they cover accidents on Highway 4, the Byron Highway, and Vasco Road. And would be responsible for responding to any construction emergencies at the Southern Forebay. In addition, building tunnel shafts on interior Delta islands threatened with levee failure in the future is very foolhardy. Not to mention the
928	JULIO ROSALES	4/16/2020	N/A	NO TUNNEL IS MY FIRST CHOICE. DWR needs to move or remove this Discovery Bay shaft and alter the tunnel route away from Discovery Bay homes if it does pass.
929	John Carolla	4/16/2020	Save The Delta	As a resident of Discovery Bay, CA, I am voicing my frustration to the impact that these tunnels will have on our community. I feel like the state is forcing this water diversion down our throats with no consideration to the impact that it will have on the lives of our community. The congestion and noise from this project will ruin the waterways that we now enjoy. All of this is being pushed, so Southern California can water their lawns. Please stop this.
930	Barbara Worden	4/16/2020	Homeowner in Discovery Bay CA	Please delay this decision until after the Coronavirus Pandemic to allow for public comment on this new tunnel that will be our new neighbor. It is unfair to push it thru at this time. Extend the deadline to allow us a more fair response. I have lived in Discovery Bay for 30 years, built our home on the water, a deeply oppose a move to build a tunnel. Thank you.
931	Jacob Mor	4/16/2020	Self, home owner	Moving forward with this plan will destroy entirely the livelihood and quality of life of our community and will force us to unfortunately sell the house and move out of this place. This is our retirement place we choose to live and with this plan I am not sure where to go with limited budget based on Social Security income.
932	Don Person	4/16/2020	Citizen	No decision should be made on the tunnel water project at this time. The EIR is incomplete and more public input is necessary.

Letter #	Name2	Date	Organization	Comment
933	Charles Robinson	4/16/2020	Public	I ask that you consider the following issues when creating the EIR for the Delta Conveyance Project: * Include a clear plan for community consultation, including the responsible parties. A project such as this, stretches over a the large geographic area and wide range of affected communities, both human and natural. It traverses borders where the rules are different, and there are competing interests in the project at a high level. The effected groups differ in their way of life, their cultural norms, communication preferences, and vulnerability to change. A "one size fits all" approach to communication and outreach will fail, as it does not acknowledge the differences in the community characters and needs and their decision-making processes. * In addition to a quantitative analysis of this project, include a thorough assessment of alternatives, including conservation. * Include a specific, quantitative account for where and when the water to be conveyed will come from: which watersheds, waterways, reservoirs will be drawn from at what time of year. * Include modeling of future water availability and needs including the effects of climate change.
934	Stephen Schmitt	4/16/2020	None	I am opposed to any and all tunnel projects.
935	Kim Desenberg	4/16/2020	Restore the Delta, Ocean Planet Explorers, Sierra Club, Save the Bay, Clean Water Action, Richmond Yacht Club	I am opposed to the Delta Tunnel Project. We need to protect the health and water quality of our delta - to protect the communities, our local farmers, our local water quality, but mostly to protect the health of the delta water for the wildlife. The food chain and the environment are at great risk, and could easily be destroyed irreparably only for the benefit of the corporate farms, water districts that will eventually sell excess water for profit, and to keep excess water usage supported in Southern California. I enjoy the delta for recreation, by sailing in it and on it. But the rights of the people who live there (I live at the end of the delta, on San Francisco Bay) and the rights of the wildlife and the food chain cannot be compromised.
936	Sally Sturney	4/16/2020	No Tunnels/Save the Delta	PLEASE delay any Tunnel meetings requiring Delta stakeholder feedback until at least 45 days after pandemic emergency ends so we have time to hold a Town Meeting to inform residents about a new Single Tunnel plan and get their feedback.
937	Tracey Ziomek	4/16/2020	Delta Resident	I live and breath the Delta, enjoying the natural beauty, wildlife, fishing, swimming and boating. I bring life to the Delta, while the Delta is, unbeknownst to most, being sucked dry of life. Now that there is a proposal for one tunnel, I am hopeful, even during this COVID-19 pandemic, that the Board will take the needed time to issue a letter that instructs the state and federal project operators to prepare a Comprehensive Operations Plan and Monitoring Special Studies (COP/MSS) report that addresses the spirit, not just the letter, of the 2018 Bay-Delta Plan's Program of Implementation. I work in clinical trials, and as we work toward a vaccine for COVID-19, we in clinical research are all taking a step back to make major changes in the way research is done, so we can improve the safety and well being of the patients. I would ask that the Board do the same, and consider what can be done now to put the brakes on this project to ensure the environmental safety and well-being of all of CA, not just those who own the water rights. Thank you.
938	Karen Schmidt	4/16/2020	N/A	The Delta Conveyance Project is a huge waste of money as it does not create one more drop of water! There is a system in place to deliver water to areas south of the delta. The tunnel project has the potential to adversely affect the water quality of the San Joaquin delta area. Which in turn affects my water that I need to survive.
939	Marion McKnigjt	4/16/2020	Concerned citizen	Extend date
940	Anabel Crouch	4/16/2020	concerned advocate of our delta and our earth.	The proposed delta tunnel Does Not solve the problem of water shortage for Southern California. What the proposed delta tunnel will do if allowed to proceed is disrupt numerous ecosystems within the larger delta ecosystem pushing many plant and aquatic species to endangered status and even extinction. Many humans depend on the delta region providing their livelihood from farming to recreation. Our delta water is always in danger of intruding bay waters raising salinity levels. We in California can and must come up with a solution to our water problem. The Delta Tunnel is NOT the solution.
941	Galen Dobbins	4/16/2020	CA State Assembly	Please postpone any decision on the tunnel project until after CA has finished dealing with the Covid-19 situation and people once again have the full opportunity to voice their disagreements with it.
942	Rene	4/16/2020	Discovery Bay property owner	Please extend the Delta Conveyance Project feedback time until the Virus Pandemic safe period has been declared. This project will be extremely detrimental to the residents of Discovery Bay.We deserve an extension at this critical time. The impact of the single tunnel plan has been put on hold for most Discovery Bay residents due to health and economic concerns with the pandemic. More time is obviously needed to study the issues that the single tunnel creates for us all. Rene McCarter
943	Judith Richey	4/16/2020	none	Monies not spent on desalinization is money wasted. Globally, desalination plants are popping up everywhere. The tunnel is OLD technology, and drawing water from the delta will pull the salt line further up the Bay setting up more destruction of natural ecosystems. Face the reality of climate change without destroying our precious planet any futher.
944	Susan Ludwig	4/16/2020	none	The meetings should be put on hold like the rest of our lives at this time, due to social distancing and health and safety issues involved. Don't try to push it through while people are trying to stay alive and keep their families safe. No meetings of this type should be scheduled until the entire country is open again

Letter #	Name2	Date	Organization	Comment
945	Barbara Cullen	4/16/2020	Save the California Delta Alliance	We recently received information that the single tunnel design for the primary "Central Corridor" (previously the WaterFix "Though-Delta Alignment" has been moved MUCH closer to Discovery Bay. The plan to put a tunnel shaft, with years and years of pile driving noise and pollution on the other side of Discovery Bay's main slough. This is too close to the Discovery Bay homes. The tunnel route goes right next to the golf course homes. If they have a tunnel collapse, that would not be good for Discovery Bay homes. We have not been given any reason why they moved it here, right next to all our homes. Keep in mind the sound of traffic of big construction trucks driving back and forth all day, and the gridlock it will cause to our community. Then there is the impact on the boating in our area of the Delta, and the mom and pop businesses due to the construction. It also will cause gridlock on Highway 4, where many come that way on their way home from work. Then there's the impact on the Delta farmers. This is a horrible impact on the historic legacy communities in the north where they are planning on building the intakes practically on top of those communities. There's the Impact to our wetlands, and long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. Lack of emergency services (ECCFPD) only has 4 fire stations.
946	Marti and David Cruz	4/16/2020	N/A	The tunnel project makes no sense! Why would DWR want to completely destroy a beautiful, unique, one of a kind area in California? It is a gem in this state. To have construction for over 10 years, extra pollution, noise, sucking our wells dry, why why why? We have 3 schools in the area, which all of the students would be negatively affected by the construction of this ridiculous tunnel! There are many other alternatives to getting the water down to the central valley, but for some reason DWR is set on the tunnel choice. Two choices could be water desalination, or water shed storage, just to name a couple. Is it true that the real reason that the water is going down there is because more houses are going to be built in the Central Valley, and water is needed for all of the new houses and not for agriculture at all? It's bad enough that the south state wants to grab our northern water for agriculture, but to build more houses, if that were true would be a crime. Our beautiful Delta is not where the tunnel belongs. We don't want our livelihoods and our lives ruined. Please, please. DWR I know you have a conscious in there somewhere. Find a different location, find a way that is less expensive, and not in our precious Delta. Put it somewhere else! I know you can do it! Thank you, Marti and David Cruz
947	Michael W Stanaland Sr	4/16/2020	Discovery Bay homeowner and a member of The Discovery Bay Yacht Club	The plans to put the new single tunnel so close to our community is a poor plan. We are against a tunnel anywhere in the Delta. There are other alternatives to a tunnel. The construction and confusion it will bring our community is a bad move. The tunnel will be much too close to our homes and will impact our community in a negative way. The DWR needs to move or remove the Discovery Bay shaft and alter the tunnel route away from Discovery Bay homes!
948	Eleanor Stanaland	4/16/2020	Discovery Bay Homeowner/Discovery Bay Yacht Club Member	The plans to put the new single tunnel so close to our community is ludicrous! We are against a tunnel anywhere (think about a desalination plant instead) let alone all the construction it will bring to our community. It will be much too close to our homes and will impact our community in a bad way! The DWR needs to move or remove the Discovery Bay shaft and alter the tunnel route away from Discovery Bay homes.

Letter #	Name2	Date	Organization	Comment
949	Michael Harris	4/16/2020	N/A	I expect you to consider the proposed tunnels potential negative effects on all endangered and threatened species, on all commercial and sport fishing, on bay and delta estuaries systems, on salt water intrusion, on delta farms and farmers, on recreational boating, shipping, and on delta communities. I also expect you to consider whether any delta water should go to continue to help wealthy people to farm marginal farmland in the southern central valley. All of the potential negative effects of removing any more water from the deta overpoweringly militate against directing more delta water to such marginal farmland as those serviced by the Westlands Irrigation District other such southern Central Valley irrigation districts. Michael Harris
950	Juanita Cannon	4/17/2020	Resident	Stop the tunnels.
951	David Moen	4/17/2020	Self	No town meetings to discuss this have been allowed for over 30 days. It's unconscionable & probably challengeable in court that you would go ahead with closing the comment period during the pandemic. It should be delayed until the pandemic has passed & time has been given to hold said meetings.
952	Bill Wells	4/17/2020	California Delta Chambers & Visitor's Bureau	The California Delta Chambers & Visitor's Bureau opposes diverting the Sacramento River around the Delta whether it be by tunnel, canal, or other conveyance. The Delta is a fragile eco-system that supports many species of wildlife as well as serves as a home to many Californians. It is also a recreational hub for thousands of Californians that live in the surrounding area. The Delta has already been severely damaged by excessive water exports and this currently planned conveyance could destroy the entire region. We need to determine how much water can be exported without harming the waterways and limit exports to that amount. We need to lessen dependence on the Delta, let's follow the co-equal goals set forth by the Delta Stewardship Council: "'Coequal goals' means the two goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystem. The coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place." I think the above sums up what needs to be done. There are many ways of "providing a more reliable water supply" without diverting the river. Please stop this project and let us all work together to resolve California's water challenges. Best Regards Bill Wells Executive Director

Letter #	Name2	Date	Organization	Comment
953	Jan McCleery	4/17/2020	Discovery Bay citizen, STCDA Past President	EIR Structure and Alternatives The BDCP/WaterFix EIR was a disaster. The various alternatives were discussed in each chapter. The format made it almost impossible to track which alternative was being described, especially due to the tens of thousands of pages. Normal EIRs are not 30,000-40,000 pages. Typically, they are several hundred pages. San Diego County, for example, won't accept an EIR more than 100 pages (excluding tables, attachments, and appendices). Even if there are hundreds of pages per alternative considered, the documents should attempt to be efficient and readable. Most CEQA guidelines also state that extraneous and "filler" material must always be omitted from EIRs. Hopefully we will not receive another massive, unreadable document! A format that allows the reader to use the table of contents and hyperlink to the related section would be greatly appreciated. Alternatives to be considered: A) Three alternative routes need to be analyzed: (1) The NOP Eastern Corridor (2) The Independent Technical Review Committee's far eastern route near I-5. If it is determined that the ITRC's proposed "Stockton Shaft" has any impact on disadvantaged or environmental justice communities, a shaft further north from Stockton should be considered. But that route deserves review since it was recommended by the ITRC and by a different Independent Technical Board during the WaterFix era in 2010. (3) A No Tunnel alternative. This should NOT be analyzed as it was in WaterFix. It should be analyzed in conjunction with Newsom's other portfolio of projects like groundwater recharge, desalination, recycling, etc. (NOTE) It makes no sense to pursue the Central Corridor route. It was soundly rejected by the DSC Staff and the Delta stakeholders. But because MWD bought central Delta islands years ago, I wouldn't be surprised to still see it as an alternative. Impacts on Boating, Recreation, and Economies needs better research than was in the WaterFix EIR. In addition, impacts to highways and areas needing upgrades need to be researched. I sent in more details in my document attached to the email I sent in for the NOP Scoping. B) Alternatives for the North Intakes need to be evaluated based on impact to legacy communities, not just based on where DWR has an existing water right.

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954	Jan McCleery	4/17/2020	Discovery Bay Citizen, past president STCDA	The BDCP/WaterFix EIR was lacking related to identifying the huge impacts to boating and recreation from the Through-Delta Alignment (now called the "Central Corridor") and related impacts to boating-related businesses (marinas, restaurants, etc.) throughout the Delta. It also didn't identify the related economic impacts to boating-based communities like Bethel Island and Discovery Bay. One problem was that it didn't appropriately identify the key boating areas. I strongly recommend Hal Schell's book "Dawdling on the Delta," although it is quite old, it still identifies key areas of the Delta for boating and is a good reference. There are two types of boating that utilize waterways differently: (1) Recreational boating (water skiing, wake boarding, tubing). For recreational boating, narrower sloughs that don't have as much big boat traffic are preferred. Waterways with tules on the side are great for dampening down the boat waves and smoothing the water between the skiers/boarders. Also waterways that have some type of tule berm divider are ideal to control traffic for safety and smooth water. And, obviously, the waterways cannot be blocked or have 5 MPH zones, else the skier needs to drop and be dragged around the obstacle. In other words, recreation and 5 MPH zones are incompatible. In particular, barges and barge docs would drive recreation out of the Delta. In the South Delta, the favorite recreation waterways include: (a) "Twin Sloughs" - the parallel sloughs formally names “North Victoria Canal” on the right (south) and “Woodward Canal” on the left (north), named after the islands they run next to. This is a long straight waterway with a berm dividing it for boat control. (b) Victoria Canal - the slough south of Victoria Island. It is another long, straight canal with a tule berm dividing it. (c) The waterways between Bacon Island and Mildred Island. This is very popular doe to its proximity to the Mildred Island Anchorage. (d) The waterways north of Bacon Island around the Quimby Island area. NOTE: The WaterFix EIR was going to totally block Twin Sloughs. (2) Bigger boats that allow people to anchor out are an important part of boating on the Delta. The main anchorages should be listed in the EIR, plus other areas where boaters frequently anchor out. Having people from throughout Northern California come to the Delta is key to Delta communities' and businesses' economy. In the South Delta, the main destination to anchor out is Mildred Island (it was not listed in the WaterFix EIR as a "Recreational Area." That needs to be remedied.) Boaters that anchor out use their runabouts to go to the local marinas for gas, for ice cream, to eat lunch. They spend money. During the day, those with recreational boats in-tow then go to the nearby waterways to ski/wakeboard/tube. That is what makes the sloughs between Bacon and Mildred so popular and north of Bacon Island.
955	Donna Bramble	4/17/2020	Discovery Bay Yacht Club and Discovery Bay, CA resident	I am writing today to express my opposition to the proposed Central Corridor. My reasons for this are as follows. First, it will result in huge economic losses, if not bankruptcy, to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Second, the gridlock that will occur on Highway 4 along with the damage due to construction traffic will cause major, ongoing disruptions to the lives of the residents living in the Delta. Third, Delta farmers will also have their livelihoods negatively affected. Finally, the long term effects of removing water north of the Delta instead of allowing it to flow through the Delta will be hugely problematic to the environment and wildlife.

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956	Betty Miller	4/17/2020	N/A	I am writing today to express my opposition to the proposed Central Corridor. My reasons for this are as follows. First, it will result in huge economic losses, if not bankruptcy, to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Second, the gridlock that will occur on Highway 4 along with the damage due to construction traffic will cause major, ongoing disruptions to the lives of the residents living in the Delta. Third, Delta farmers will also have their livelihoods negatively affected. Finally, the long term effects of removing water north of the Delta instead of allowing it to flow through the Delta will be hugely problematic to the environment and wildlife.
957	Martin Freitas	4/16/2020	N/A	I am writing today to express my opposition to the proposed Central Corridor. My reasons for this are as follows. First, it will result in huge economic losses, if not bankruptcy, to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Second, the gridlock that will occur on Highway 4 along with the damage due to construction traffic will cause major, ongoing disruptions to the lives of the residents living in the Delta. Third, Delta farmers will also have their livelihoods negatively affected. Fourth, the effects of this will increase salinization into the delta causing harm to wildlife, farming, and drinking water. Fifth, government authorized that water would only be taken from the southern most section of the Delta, specifically where the current forebay is located. Finally, the long term effects of removing water north of the Delta instead of allowing it to flow through the Delta will be hugely problematic to the environment and wildlife. Please do not move forward with this plan.
958	Jan McCleery	4/17/2020	Discovery Bay Citizen	The DCA's latest Central Corridor design includes a new shaft on Byron Tract (near the Discovery Bay waterfront homes, new haul roads to it, and the tunnel route shown is at the corner of Discovery Bay near homes. That puts the tunnel alignment between our main sewer treatment plan (south of Highway 4) and our tertiary sewer treatment (north of Highway 4, far eastern side) and the DB water treatment plant. The water treatment treats water from our eight artisan wells which are 250 feet deep. In the EIR, analyze the risks and potential impacts to Discovery Bay from the construction noise and pollution. Also analyze risks and potential impacts due to our sewer treatment, water, and homes in case of a tunnel collapse, explosion from hitting a gas pocket, etc. Or move the shaft and tunnel alignment back to where it was in the WaterFix design.

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959	Sandra Hagerty	4/17/2020	Discovery Bay Yacht Club	I am writing today to express my opposition to the proposed Central Corridor. My reasons for this are as follows. First, it will result in huge economic losses, if not bankruptcy, to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Second, the gridlock that will occur on Highway 4 along with the damage due to construction traffic will cause major, ongoing disruptions to the lives of the residents living in the Delta. Third, Delta farmers will also have their livelihoods negatively affected. Finally, the long term effects of removing water north of the Delta instead of allowing it to flow through the Delta will be hugely problematic to the environment and wildlife.
960	John Hoffman	4/17/2020	Discovery Bay Yacht Club	I am writing today to express my opposition to the proposed Central Corridor. My reasons for this are as follows. First, it will result in huge economic losses, if not bankruptcy, to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. Second, the gridlock that will occur on Highway 4 along with the damage due to construction traffic will cause major, ongoing disruptions to the lives of the residents living in the Delta. Third, Delta farmers will also have their livelihoods negatively affected. Finally, the long term effects of removing water north of the Delta instead of allowing it to flow through the Delta will be hugely problematic to the environment and wildlife.

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961	Jacklyn E. Shaw	4/17/2020	Jacklyn L. Shaw, Trustee	"BROKEN PROMISES" as SPIGOT, QUID PRO QUOS are listed: For Delta counties and Rivers California, NorCal, SoCal and Federal laws of Bill of Rights, Who controls "spigots", flow of water exports and money diversions vs environmental travesties? What makes Secretary, DOI/Interior, say he can control the water flow from VA to CA? (1) MONO LAKE dissipation (Owens Valley) vs Los Angeles County, DWR imports, now advocates promoting nature's tributaries? (2) YOSEMITE FALLS is in drought (KCRA, 2.24.2020), since forest fires and half via Hatch Hetchy reservoir had gone to San Francisco for decades? (Fresno County best reclaim it as San Francisco starts using its Desalination plants, daily.) (3) WID VS EBMUD? Woodbridge vs East Bay (lodinews.com, 1.31.2018): Lodi/Mokelumne (River) Aqueduct has export increases? (4) Since PARDEE DAM, 1929 is towards Port of Oakland. Did Governor Pardee learn about water "redistribution" in a trip to Germany around 1901, with earthquake, 1906 (wikipedia, 2014)? (Lodi growers protested paying taxes for water losses.) (5) DESALINATION was invented in California at UCB, with J. Leibovitz, 1977? Regional responsibility means this timely option. Unending, concrete repairs — cost more than desalination for Coast, with 90% of Californians? (Lodi does Desal. Why not L.A. or Mexico?) (6) DREDGING avoids flooding: Why did some former elected California officials, profiteers in water bonds, send USACE funds, for deep, pure DREDGING, Rio Vista to Antioch Bay, instead to Washington State? Has Dredging been a major way for decades, to avoid "flooding" (Sacbee.com 2014). (7) "BAIT and SWITCH" wording in alternatives to "no tunnel" of informed California voters, 1982, might be West side of Delta River near a ship canal? Response to suggestion: "Oh, no, I go duck hunting there." They count 17,000 salmon babies, but not a small grower's 17,000 green vines in threat? Redefine environment to include health of hospitable species of residents contributing to the agri-business economy. (8) With "WATER SOCIALISM" would it be more taxes, compounded, for water aqueduct exports from Washington State? One "funnel" 60 foot wide, for 500 miles. That is the size of a two lane roadway.) (9) DROUGHT RECYCLES to STATEWIDE? Since more salt causes more salt, how much is it a setup for drought statewide? (a) Ask J. Michaels, UOP data institute. (b) Why ignore multiple water options, with job opportunities. © Delta destruction is counter productive. (10) The WATER TABLE to homesteads west of Lodi, formerly with watermelons, was 16 foot in 1960's, but 34' in 2019 (50' above sea level)? Lodi area varies above sea level, from 35 feet to 900 for well-being. That is proof of corrupt climate change by competitive neighbors, if not cronyism. (11) DELTA MAP PLANS AND OPTIONS, with DWR? Where is any easy public view to impacted locales? If any "conveyance", make it West of Delta River, to be in compliance with wet years only. (12) RIVER CITY, Lodi Lake, what do "CaLodians" say about new Delta map plan, with Tower Park, nearly 15 miles from Lodi City, Hall? Where is free press, public service? (13) How about HEALTH, environmental and well being, in Delta counties vs itchy peat "snakes", dirt in Delta breeze, 20-90 mph? It is a costly, boondoggle construction for empty tunnel, convenience. (14) DUST BOWL ("Dejavu"): With the Midwest Dust Bowl, nobody knew or cared until the dust blew into the streets of New York.
962	Les Kishler	4/17/2020	www.CommunityGardensAsAppleseeds.info	Dear DWR A megatunnel to export water away from the Bay and Delta will jeopardize California water supplies in the future . The megatunnel will encourage short sighted increases in large scale corporate agriculture and continued unwise growth in southern California. The Bay and Delta can't afford this unwise use of California's limited water supply. Sincerely Les Kishler
963	Jon Jamieson	4/17/2020	Discovery Bay Yacht Club and Caliente Isle Yacht Club	I keep my boat in the southern part of the Delta, Discovery Bay and i'm very concerned regarding the states continued proposed building of these tunnels and restricting our right of navigation presently available to us in this part of the Delta. I do not recommend the continued plans of the state regarding these proposed tunnels. Thanks. Jon Jamieson

Letter #	Name2	Date	Organization	Comment
964	Stephen Rosenblum	4/17/2020	N/A	● The EIR should analyze alternatives that would increase Delta outflow and reduce exports as compared to current conditions in the Delta. Specifically, the EIR should examine a "no tunnel" alternative. ● The EIR should analyze water conservation, efficiency, and additional demand reduction measures that would be less environmentally harmful than the tunnel and achieve the same water supply reliability goals and targets. ● The EIR must analyze the tunnel's consistency with the Delta Reform Act's policy of reduced reliance on the Delta. ● The EIR must analyze the tunnel's cumulative impacts, with particular focus on: o global climate change impacts; o water quality, including effects of increases in salinity, toxic hot spots, pesticides, mercury, and other pollutant discharge that won't be cleaned out due to lack of freshwater in the Delta; o biological resources, including all species that may be impacted by the SWP, as well as upland habitats that may be affected; o impacts on tunnel alignment, since the proposed eastern alignment has potential for significant urban impacts for Delta residents; and o Impacts incurred during construction of the tunnel and the reservoirs required for water storage. Thank you for considering my input
965	Patricia Martin	4/17/2020	Riverview Water Association	Please protect the ecosystem of the Delta. I'm opposed to the destructive tunnel project and any increased taking of water from the delta system. There are many more economical solutions that can be pursued.
966	Du Ng	4/17/2020	self	Department of Water Resources's EIR of the Delta Conveyance Project must include an analysis of a no tunnel" alternative. EIR should not only analyze the environmental and economic costs and benefits of the project and alternatives, but also consider the equity issues of those costs/benefits (i.e. who bears the costs and who reaps the benefits). The EIR should analyze water conservation, efficiency, tiered pricing and other demand reduction measures that achieve the same water supply objectives without causing the environmental harms as the tunnel would. The EIR must analyze the tunnel's cumulative impacts, including: climate change; water quality degradation, including effects of increases in salinity, toxic hot spots, pesticides, mercury, and other pollutant discharge that will accumulate due to further reduced flow in the Delta; biological resources, including all species and upland habitats that may be affected; tunnel alignment's urban impacts for Delta residents. The EIR must analyze the tunnel's consistency with the Delta Reform Act's policy of reduced reliance on the Delta.
967	Steve Oragin	4/17/2020	Individual	As a long time resident and boater of Discovery Bay, I am against any tunnel being constructed under or over the Delta, or the diversion of water that naturally flows into the delta. The California aqueduct already depletes the Delta too much. Southern California, and the central valley need to focus on more storage, and desalination. Not robbing Peter to pay Paul !
968	Charles W. Helfrick	4/10/2020	Private Citizen	The switch to one tunnel is a typical political bait and switch tactic. The politicians and now able to tell us how much good we've done for you, we will not destroy your land with 2 tunnels, just one tunnel. This is just another Southern California water grab. This needs to be beat down just like the peripheral canal was years ago. The economic and ecological damage done to the Delta will never be able to be measured. Statements that extracting this water before it enters the Delta will not harm the Delta and in fact will help the Delta ecology are pure unadulterated lies. It doesn't take a rocket scientist to figure out that if you take away the fresh water before it enters the Delta, the void will be filled with salty seawater. STOP THE TUNNEL - ONE TUNNEL IS STILL ONE TUNNEL TOO MANY!!!
969	Arthur Charles Knutson Jr	4/17/2020	Retired CDFW	The tunnel project should be designed with mitigation of past damages to the Bay-Delta ecosystem in mind, because the ecosystem is currently in a state of collapse due primarily to excessive water diversions and water pollution. Moving the diversion point upriver from the South Delta to the North Delta will improve the health of the ecosystem and provide for better water diversion reliability ONLY IF the total amount of water diverted is equal to or less than the amount currently diverted. For fish, wildlife, and plants that require fresh or brackish water to survive, increasing freshwater flows into the estuary will create more habitat for populations of a high diversity of species to grow. The public trust doctrine requires that all of us seriously take improving environmental quality into consideration in the design and implementation of the tunnel project. The tunnel capacity should be determined with the two co-equal goals in mind - ecosystem restoration and RELIABILITY (not increasing) of water diversions. Future generations of Californians will thank you for that!

Letter #	Name2	Date	Organization	Comment
970	Mark Wilson	4/17/2020	none	Alternative Project Proposal- The present proposed project should be replaced with a project that is integrated with the Sacramento Area Flood Control Agency project for widening the Sacramento Weir into the Yolo Bypass. A new pumping plant for the North Bay Aqueduct should be incorporated into the project as well. This project could use a pumping system or gate system on the frontage of the Sacramento River. If a gate system were used on the river frontage a pumping system in the bypass adjacent to the Sacramento Deep Water Ship Channel could pump water into the ship channel to flow south. Alternatively, with a pumping facility on the river frontage a pipeline could go to the ship channel or go into an above ground or shallow burial pipeline system for water delivery to the south. At the south end of the ship channel a gate/lock type facility would be constructed. At this point a pumping system would pump water into a shallow burial pipeline or above ground system to a point that is across from the southwestern tip of Grand Island. At this point tunnel under Sacramento River onto Brannon Island. At that point a shallow burial or above ground pipeline system would carry water south to a point at or near the most southern point of Sherman Island. At that point lay a shallow burial underwater pipeline system or tunnel under the San Joaquin River. From that point parallel the Contra Costa Canal to it's southern end with a shallow burial or above ground piping system. At that point the pipeline system would head south east of Knightsen and west of Discovery Bay. The pipeline system would cross Highway 4 and into the new forebay that is proposed. This proposal has many benefits over the project that DWR and the DCA is proposing. Following is a short list but by no means an exhaustive list of features and benefits. -This is a multi-benefit project that has cost sharing and flood protection benefits for Sacramento and the North Delta. - This is a multi-benefit project that has cost sharing and water supply benefits for the service area of the North Bay Aqueduct. - There are greater water quality benefits for the project, to include the North Bay Aqueduct, at this location. - This project location is just below the confluence of the Sacramento and Feather River and would be much closer to Sites Reservoir if it is built. This allows the pumping of stored water to be captured with much less loss of carriage water. - If the Sacramento Deep Water Shipping Channel were used as part of the project it would be both a conveyance component and a settling pond mechanism at the same time. Periodically it could be dredged to a depth of greater than 35 feet and provide a benefit to the Port of Sacramento. Ships with a deeper draft would be able to use the port. - The expected project life would increase because it is at a higher elevation. - Construction of the project will be much less disruptive to Delta agriculture and Delta communities. - Cost of the project will be lower and technically simpler. - It would be much easier to make this alternative project resistant to seismic events and easier to repair if damaged by seismic events.
971	Rodger Silvers	4/17/2020	Self	I agree with the comments dated March 20th and provided to you by Restore the Delta, the grassroots non-profit organization championing a healthy San Francisco Bay estuary for the broadest array of stakeholders. Please address all of the gaps and concerns they identified in their comments. Thank you

Letter #	Name2	Date	Organization	Comment
972	Jeanette Okuye	4/17/2020	Valley Land Alliance	The Valley Land Alliance is a nonprofit with a mission to support and advance policies that 1. ensure a safe, domestic food supply, 2. protect our natural watersheds, 3. ensure farming and ranching remain economically viable and attract jobs that complement a dynamic agricultural economy, 4. advocate future development incorporates and pays for infrastructure such as: roads,sewage, reliable water, police, fire and schools and 5. support growth that is compact and maximized density within the existing city boundaries. We are opposed to this proposed tunnel for the following reasons: To ensure a safe, domestic food supply, farming with the best soil and water access must be protected. (American Farmland Trust July 2018 report: "Most of the high-quality agricultural land in the valley is found along the Highway 99 corridor where it is most vulnerable to development... Less than one out of ten acres of agricultural land in the valley is of high-quality with low water stress. In contrast 4 in 10 acres are of low-quality or experiencing high water stress.) With more water diverted by a tunnel the best soil/least water stress farmed areas will result in a Rob Peter to Pay Paul effect. The costs to move water is another concern. The further from the source the more cost for surface water. Movement of water takes much energy. We all pay for this cost directly and also indirectly with air quality reduced. Costs are increased also with more demand on pumping groundwater which is causing the subsiding of the California Aqueduct and canals. A tunnel won't resolve the drought problems and will not bring water use and available water into reconciliation. We promise more water to users than we actually have. With the rising of the ocean, the less snow pack the more increase of salts will be detrimental to farms in the Delta. Also the fish which require time spent in the Delta to acclimate moving between river and ocean will be effected with less fresh water moving through the Delta. With the Covid-19 pandemic this is a time to tighten our belts to weather this economic disaster. We have an opportunity to reflect on what we humans have done to our environment including our fellow people. With conservation and working together, not robbing Peter to pay Paul, we can be resilient.

Letter #	Name2	Date	Organization	Comment
973	Laurie Yglesia	4/17/2020	N/A	New impacts to Discovery Bay from the new, closer shaft. - Central Corridor impacts on boating & recreation and resulting economic loss to boating communities, marinas, and boating-based mom & pop businesses due to noise and construction through the middle of the favorite boating waterways and anchorages. - Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. - Impacts on Delta farmers. - Horrible impacts on the historic legacy communities in the north where they are planning on building the intakes practically on top of those communities. - Muck piles left on Delta islands. - Impact to wetlands. - Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. - Lack of emergency services (ECCFPD only has 4 fire stations, and as we know that isn't sufficient already. And ECCFPD already has to cover traffic and emergency on Highway 4 and the Byron Highway). Many of the old issues remain if they chose their "Eastern Corridor": - Impacts on Delta communities and businesses from the gridlock that will occur on Highway 4 due to construction traffic. - Impacts on Delta farmers. - Horrible impacts on the historic legacy communities in the north where they are still building the intakes practically on top of those communities. - Muck piles left on Delta islands. - Impact to wetlands. - Long term issues with removing water north of the Delta instead of allowing it to flow through the Delta. Their Independent Technical Review Committee (ITRC) reviewed the plans and reported that the Central Corridor is not acceptable for a huge tunnel construction project. They recommended a route further east, near I-5, to take advantage of that existing large freeway and going around the Delta instead of through it. We've always been surprised a further east route hasn't always been the main focus because the additional noise and pollution would be less impactful than through the estuary. Here's the ITRC recommendation. Regardless, DWR summarily rejected it. (A different independent technical board recommended the same route in 2010 which DWR rejected then, also.) Of course, there are still issues with this Far East I-5 Route: - Horrible impacts on the historic legacy communities in the north where they would still be building the intakes practically on top of those communities.
974	Lynda Mosher	4/17/2020	Self	I find it almost inconceivable that California would seriously consider a huge, expenseive water project that does not create one new drop of water and pits one part of the state against another. This is a 20th century solution to a 21st century problem. As we see more impacts from climate change, the state needs to use its current water supply more wisely, reducing usage and reusing water where possible, while seeking out new sources and moving to regional self-sufficiency. What better way to do that than to move more toward desalination using renewable energy sources? The state has a very long coast line and certainly the technological capabilities to bring this about. As we see ocean levels rise all over the world and on our own coastline due to climate change, we need to take less water from the Delta, not more, to safeguard the quality of the water that we may continue take from salt water intrusion. We also need to reduce the amount of water that we pump from wells so that the aquifers can be replenished and sustained. Let's create more fresh water for all through desalinization -- and be an example for the nation as we have been during the Covid-19 pandemic.

Letter #	Name2	Date	Organization	Comment
975	Craig Burger - Commodore SRBCNC	4/17/2020	Sea Ray Boat Club of Northern California	The Sea Ray Boat Club of Northern California is a group of local Sacramento-San Joaquin Delta residents who are active boaters, business people and voters who recognize the Sacramento-San Joaquin Bay Delta as part of California's natural heritage, deserving of restoration. We fight for a Delta whose waters are fishable, swimmable, drinkable, and farmable, supporting the health of the San Francisco Bay-Delta Estuary, and the ocean beyond. Our members envision the Sacramento-San Joaquin Delta as a place where a vibrant local economy, tourism, recreation, farming, wildlife, and fisheries thrive as a result of resident efforts to protect our waterway commons. This communication conveys our comments on the Notice of Preparation (NOP) for the Delta Conveyance Project (DCP) issued January 15, 2020, by the California Department of Water Resources (DWR). This letter also seeks to put before you a few key questions and our discussion of them: With what water will future Delta tunnel and dams and reservoirs be able to operate? Will California's key water agencies, yours among them, conduct thorough, factual, and honest outreach to all communities, especially environmental justice and disadvantaged communities in their service areas regarding the costs of proposed projects and water outcomes? With lengthy and costly construction logistics, have California's key water agencies, yours among them, done the necessary "due diligence" studies to make fully informed decisions about a future Delta tunnel, dams, and reservoirs? Have these decisions been balanced with considerations for maintaining, retrofitting, repairing, and preserving existing water agencies' infrastructure, especially any future repairs and changes needed at Oroville Dam? Thank you for considering our comments on the new DCP's NOP.
976	Larry Hendrickson	4/17/2020	civilian	The delta tunnel is not needed. Capricious waste of taxpayer money. A money making scheme by contractor friends of the Democrats. Moving water through a tunnel that already gets to the delta. What a travisty and wast of taxpayer money.
977	Karen wilson	4/17/2020	N/A	The DCP EIR Project should be put on hold until pandemic levels are safe. Alternatives should consider non-tunnel and non-diversion alternatives. Trinity River naturally joins the Klamath and flows out to sea. Interestedd parties to any use of it's waters need to have a voice. Include me. What water is presumed to be available for DCP? What are the presumed base parameters for maintainence and repair of existing infrastructure, including levees? Selenium, whether from soil or otherwise needs close monitoring now and in future. While CEQA process is implemented, what increased monitoring is planned to protect the water, a public trust resources of state? Identify specific flows required in the western San Juaquin Valley and southern Delta. Frequent monitoring now and future of dissolved oxygen so that temporary spikes are known, especially during low flows, and also to measure salinity, to comply with Porter-Cologne Water Quality Control Act. Consider altering current operations.
978	Michael McCleery	4/17/2020	Resident at the center of the tunnel project	I am disappointed that DWR has not postponed the comment period to a time when we can meet without Stay in Place Orders. DWR has apparently made matters worse for us Discovery Bay residents by moving a tunnel shaft so close to Discovery Bay, and drilling almost under houses on the east side of Discovery Bay. Why? Without the covid issue, traffic is a major problem on Highway 4, trucking here will make that a nightmare. Drilling night and day for years will reduce our property values dramatically, and we won't be able to sleep. The scoping for mitigation of sea level rise MUST look at an alternative that meets the joint requirements of the Delta Plan Act of protecting the ecology of the delta. A tunnel that removes water near Sacramento exacerbates an already serious ecological problem already faced in the Delta by allowing further salt water intrusion and reduced flows to the Bay and beyond. You MUST look at local water alternatives for the Metropolitan

Letter #	Name2	Date	Organization	Comment
979	Paul Seger	4/17/2020	N/A	Greetings, Firstly, I am in support of access to water for all Californians Health. I am also in support of strict environmental conservation; I abhor pretending that man-made fixes for the abuse of Delta Conveyance being lauded as wise at any level of Governance. Continued, and increasing, flows South of Delta are unacceptable. As a Director for a small water district adjacent and in the Delta I have great concern for the State of California walking back it's previous number one priority for water, to make Water Conservation the Way of Life. Achieving Maximum water conservation goals for California must be the number one priority. A Comprehensive Study on Water [Districts & Municipalities] Providers' usage, rates and "extraordinary" efforts to achieve minimal water use by their customers. It is especially important to study and present AS Evidence of absolute necessity for life support [minus landscape and indulgent use] mandating additional exports from the newly proposed conveyance system. As Water Provider's have a multitude of pricing mechanisms making it nearly impossible for the lay-person to accurately understand How and Who is paying Exactly what for water delivery and use [and for what uses are critically imperative] that potable water be delivered. Rates need to be illustrated reduced to , Quantified Delivery, Price Structures and Price Signaling needs to be conducted prior to deciding just how much the minimum amount of water is needed for all use Regionally.

From: Adam H (adamman125@gmail.com) Sent You a Personal Message
To: DWR Delta Conveyance Scoping
Subject: Delta Conveyance Scoping Comment
Date: Tuesday, April 14, 2020 12:06:30 AM

Dear The CA Dept of Water Resources,

Hello Ms. Rodriguez:

The below is an automated response I am in agreement with, but I also wanted to state that we wouldn't need all of this extra water if we didn't let agricultural interests cloud the judgement of our elected leaders. I would fully support limited agriculture-and the beyond miniature part of the economy it is responsible for-to save what remains of our wildlife in California. Agriculture is essential, yet far over extended in this arid state. Please STOP letting them make you look like morons.

Thank you.

I am writing to urge the Department of Water Resources to fully include and consider a ?no tunnel? alternative in the environmental impact report (EIR) of the Delta Conveyance Project.

For years, the Bay-Delta ecosystem has been severely depleted of freshwater flows that has led to the loss of natural habitat for species and reduced the livelihood of residents in Delta communities.

This project will hasten the decline of the Delta.

The EIR should analyze alternatives that increase Delta outflow and reduce exports as compared to current conditions in the Delta. Specifically, the EIR should examine a ?no tunnel? alternative that analyzes the use and investment in water conservation, efficiency, and additional demand reduction measures that are less environmentally harmful than the tunnel and achieve the same water supply reliability goals and targets.

California needs a water management system that is in accordance with the Delta Reform Act?s policy of reducing reliance on the Delta and provides benefits and protections for California?s native fish, wildlife species, and communities. Thank you.

Sincerely,

Adam H
2006 N Gower St
Los Angeles, CA 90068
adamman125@gmail.com
(323) 906-7388

From: Marijane Poulton (marijanep@hotmail.com) Sent You a Personal Message
To: DWR Delta Conveyance Scoping
Subject: Delta Conveyance Scoping Comment
Date: Saturday, April 11, 2020 9:28:02 AM

Dear The CA Dept of Water Resources,

Hello Ms. Rodriguez:

I am writing to urge the Department of Water Resources to fully include and consider a ?no tunnel? alternative in the environmental impact report (EIR) of the Delta Conveyance Project.

For years, the Bay-Delta ecosystem has been severely depleted of freshwater flows that has led to the loss of natural habitat for species and reduced the livelihood of residents in Delta communities.

This project will hasten the decline of the Delta, and increase the privatization of water that is transmitted by taxpayer funded projects. We don't need to send any more of our water to be controlled by the Resnick family, nor by the Westlands Water District.

The EIR should analyze alternatives that increase Delta outflow and reduce exports as compared to current conditions in the Delta. Specifically, the EIR should examine a ?no tunnel? alternative that analyzes the use and investment in water conservation, efficiency, and additional demand reduction measures that are less environmentally harmful than the tunnel and achieve the same water supply reliability goals and targets.

California needs a water management system that is in accordance with the Delta Reform Act?s policy of reducing reliance on the Delta and provides benefits and protections for California?s native fish, wildlife species, and communities. Thank you.

Sincerely,

Marijane Poulton
PO Box 649
Trinidad, CA 95570
marijanep@hotmail.com
(707) 677-9001

From: Kae Bender (kaebender@juno.com) Sent You a Personal Message
To: DWR Delta Conveyance Scoping
Subject: Delta Conveyance Scoping Comment
Date: Friday, April 10, 2020 5:50:20 PM

Dear The CA Dept of Water Resources,

Hello Ms. Rodriguez:

I hope you are looking at ways to IMPROVE California's water and environmental problems, not make them worse. Personally, I think the best alternative to water shortages in California is to restrict the drawdown of ground water by bottling companies, which often are awarded huge amounts for pittance costs to them, and to stop fracking, which contaminates the water it injects and pollutes the groundwater in the fracked region as well as leaving behind unprocessable waste water in often open pits that endanger wildlife and domestic animals in the area, not to forget human health.

I believe the agricultural users in California should also be held accountable for planting vast acreage of almond trees at a huge cost of irrigation requirements. Further, the BigAg cattle yard contaminate not just the immediate surroundings but the outflow waterways. These poor business practices are depriving many California communities of their locally deserved water resources.

If these and other use efficiency practices like recycling, conservation, water efficiency, storm-water capture and better ground water management would better serve all Californians than the proposed San Francisco Bay-Delta tunnel, which will only exacerbate existing problems in the largest estuary on the Pacific coast.

For years, the freshwater flowing into the Delta has been overdrawn, resulting in loss of habitat, fish and wildlife in this home to nearly 750 species of plants and wildlife. With climate change, the Delta is also suffering from increased algal blooms that put Delta communities at risk. The tunnel in any of the proposed iterations is only going to make that worse.

I am in agreement with Sierra Club that the Department of Water Resources should fully include and consider a ?no tunnel? alternative in the environmental impact report (EIR) of the Delta Conveyance Project. It is really the most viable choice.

The EIR should analyze alternatives that increase Delta outflow and reduce exports as compared to current conditions in the Delta. Specifically, the EIR should examine a ?no tunnel? alternative that analyzes the use and investment in water conservation, efficiency, and additional demand reduction measures that are less environmentally harmful than the tunnel and achieve the same water supply reliability goals and targets.

California needs a water management system that is in accordance with the Delta Reform Act?s policy of reducing reliance on the Delta and provides benefits and protections for California?s native fish, wildlife species, and communities. Thank you.

Sincerely,

Kae Bender
42955 Cherbourg Ln
Lancaster, CA 93536
kaebender@juno.com
(615) 731-5112

Clifton Court, L.P.
3619 Land Park Drive
Sacramento, CA 95818

April 16, 2020

DWR
P.O. Box 942836
Sacramento, CA 94236

Attn: Renee Rodriguez - Delta Conveyance Project (DCP) Scoping Comments

To Whom it May Concern,

We find it outrageous and insensitive for DWR to continue with the DCP during these extraordinarily uncertain times of COVID-19. As a member of the 60+ age group, I've been ordered by the Governor to shelter in place. When I have attempted to call Natural Resources, I've been told that no one is in the office and that I should email. My emails have not been answered. I'm unable to meet with lawyers. DWR is placing an undue burden on the Delta stakeholders who will be negatively affected by the DCP.

As tax payers and Delta stakeholders, we have been forced to pay both DWR's legal fees as well as our own legal fees to fight DWR's never ending grab for our water rights from the original State Water Project, Peripheral Canal, Cal-Fed, BDCP, CWF, and now the DCP. We've spent three years and thousands of dollars in the CWF hearings pointing out the deficiencies and falsehoods of DWR's project before DWR withdrew their petition. Tax payers paid over half a billion dollars for DWR's incompetence.

Hardly a year later, DWR wants another try with the DCP. We have been given little information other than a map of the Delta with a large pink swath that highlights all the areas of the Delta that might be affected by the DCP. Our farm is once again under a cloud of condemnation. We have been under the threat of condemnation since 2000. This places an undue burden on our farm. The State needs to pay the legal costs of Delta stakeholders to fight yet another hairbrained DWR idea.

Now we are asked to comment on the scoping of the DCP. Since the DCP scoping meetings gave no specific information, we can not know what the future will hold, but we do know about DWR's past:

- DWR does not keep its word and can change plans in an instant. When DWR's SWP was dropped into the Delta in the 1960's, DWR said that the SWP would only take

up to 5,000 cfs during times of flooding. This was not true. Today the SWP pumps year round and up to 22,000 cfs in the area.

- Neither the Oroville or CCF dams were built correctly. The CCF was built without cutoff walls and was not engineered to take more than 5,000 cfs. By 1970, the CCF was leaking. In 2017 during the Oroville crisis, the CCF had an emergency shut down for six weeks as its wall were in danger of collapsing. Will the DCP modernize and replace the leaking CCF?

- DWR is above the law. In the 1980's , when DWR added four pumps at CCF, increasing the area pumping to over 22,000 cfs at times, no modifications were made to the CCF or the surrounding rivers, seepage increased. Despite the 1987 EIR that ordered DWR to raise the rip rap on our adjacent levee, DWR did nothing to our levees. They have ignored our requests for payment. Will they continue this same above-the-law mentality with the DCP?

- DWR ignores complaints. Despite DWR's assurances that more than doubling the amount of water pumped at CCF would cause no harm, we experienced many problems. The water became brown with sediment. The natural flow of the river reversed. Our levees and pumps were affected by the sucking of the water into the CCF. DWR dropped 24 hour guards. DWR was unable to maintain their security fence. At the same time they advertised great bass fishing at CCF causing even more trespassing problems. DWR was unable to even run an effective rodent abatement program. Our written complaints were ignored. We received no compensation.

- So Sue Us. DWR continues to be a bully neighbor. When they cause damage to our property, they do not fix it. Instead they say sue us. I can only imagine what will happen when there are problems with the tunnel/s. When DWR presents a project like the DCP, they invariably say they will make whole anyone who is in the path of the project. In January 1971, my grandfather received a settlement from DWR for the portion of our farm that they took in 1967. Since then despite the huge changes in the SWP and the many problems caused by DWR actions, the many letters we have written asking to be compensated for our losses have been ignored. We have received no money. We would like to be made whole. We can not trust DWR to build the DCP correctly when they can not responsibly run the current SWP.

Sincerely,

Suzanne Womack

General Partner, Clifton Court, L.P.

Womack
CCLP
3619 Land Park Dr.
Sacramento, CA
95818

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DWR
P.O. Box 942836
Sacramento, CA
94236

Attn: Renee Rodriguez - Delta Conveyance Project Comments

94236-

DCS984

DCS 989

Oxnard
Chamber of Commerce

February 3, 2020

Delta Conveyance Scoping Comments
Attn: Renee Rodriguez
California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

On behalf of the Oxnard Chamber of Commerce, I am pleased to provide input for the scoping process of the single-tunnel Delta conveyance project being advanced by the Department of Water Resources. We appreciate Governor Newsom's leadership to help ensure, safe, affordable and reliable water supplies to much of California.

More than 30 percent of Southern California's water supply comes from the Sierra Nevada and it provides the backbone water supply for millions of people, our $1.6 trillion economy, farms and our environment. Modernizing and upgrading our state's aging infrastructure with a single tunnel properly sized to convey 6,000 cubic-feet-per-second of water supply for the State Water Project will allow us to more efficiently move water, restore the Delta ecosystem and manage our water supply through climate extremes.

We are not alone in our support. There is widespread backing for the project in Southern California and throughout the state from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits and agriculture. We all recognize that a severe water shortage would come with an enormous economic cost and the time to move forward is now.

This project is not the only step we must take to ensure water resiliency. Ensuring Southern California has a reliable water supply in the future requires a diverse portfolio of both imported and local supplies and conservation. Much progress and significant investments are being made on a wide range of local projects and water efficiency, but the Delta conveyance project remains vitally important.

We support the Newsom administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta conveyance project will provide.

Sincerely,

Nancy Lindholm
President and CEO

400 E. Esplanade Drive, Suite 302 Oxnard, CA 93036 Phone (805) 983-6118 Fax (805) 604-7331 www.OxnardChamber.org

February 3, 2020

California Department of Water Resources
c/o Ms. Renee Rodriguez
Post Office Box 942836
Sacramento, California 94236

RE: Delta Conveyance Scoping Comments

Dear Ms. Rodriguez:

On behalf of the South Bay Association of Chambers of Commerce (SBACC) Board of Directors, I am pleased to provide input for the scoping process of the single-tunnel Delta conveyance project being advanced by the California Department of Water Resources. We appreciate Governor Newsom's leadership to help ensure safe, affordable, and reliable water supplies to much of California.

More than 30 percent of Southern California's water supply comes from the Sierra Nevada, and it provides the backbone water supply for millions of people, our $1.6 trillion economy, farms, and our environment. Modernizing and upgrading our state's aging infrastructure with a single tunnel properly sized to convey 6,000 cubic-feet-per-second of water supply for the State Water Project will allow us to move water more efficiently, restore the Delta ecosystem and manage our water supply through climate extremes.

We are not alone in our support. There is widespread backing for the project in Southern California and throughout the state from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits, and agriculture. We all recognize that a severe water shortage would come with an enormous economic cost, and the time to move forward is now.

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We support the Newsom administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta conveyance project will provide.

Sincerely,

John Heffernan
SBACC Chair

InlandAction

A non-profit, non-partisan corporation of public spirited leaders who have joined together to be catalysts for the economic well-being of the Inland Empire region of California since 1962.

February 4, 2020

Ms. Renee Rodriguez
California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

Subject: Support for Delta Conveyance Project – Scoping Comments

On behalf of Inland Action, I am pleased to provide comments for the scoping process of the single-tunnel Delta conveyance project being advanced by the California Department of Water Resources. Inland Action is a nonprofit organization of business and community leaders dedicated to the economic and community betterment of the Southern California region. Governor Newsom's leadership to help ensure safe, affordable, and reliable water supplies to much of California is appreciated.

More than 30 percent of Southern California's water supply comes from the Sierra Nevada and provides the backbone water supply for millions of people, our $1.6 trillion economy, farms, and our environment. Modernizing and upgrading our state's aging infrastructure with a single tunnel, properly sized to convey 6,000 cubic-feet-per-second of water supply for the State Water Project, will allow us to more efficiently move water, restore the Delta ecosystem, and manage our water supply through climate extremes.

Inland Action is not alone in its support. There is widespread backing for the project in Southern California and throughout the State from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits, and agriculture. We all recognize that a severe water shortage would come with an enormous economic cost, and the time to move forward is now.

This project is not the only step we must take to ensure water resiliency. Ensuring Southern California has a reliable water supply in the future requires a diverse portfolio of both imported and local supplies and conservation. Much progress and significant investments are being made on a wide range of local projects and water efficiency, but the Delta conveyance project remains vitally important.

We support the Newsom administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta conveyance project will provide.

Sincerely,

Deborah Barmack

Deborah Barmack
President

DCS 992

Rancho Water

February 6, 2020

Delta Conveyance Scoping Comments
Attn: Renee Rodriguez, California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

SUBJECT: COMMENTS ON SINGLE TUNNEL DELTA CONVEYANCE PROJECT

Dear Ms. Rodriguez:

On behalf of Rancho California Water District, I am pleased to provide input for the scoping process of the single-tunnel Delta conveyance project now being advanced by the California Department of Water Resources under the direction of Governor Gavin Newsom.

The need for this project remains greater than ever. Even as Southern California continues to diversity its overall water portfolio by developing local supplies and lowering demand, high-quality supplies from Northern California will remain a vital foundation of our water management strategy. This supply makes viable new initiatives such as recycling. Imported supplies will be our vital reserves to withstand dry cycles which may be longer and more severe than recent history.

Overall, I support the proposed project alternative for delta conveyance, one tunnel, sized to convey 6,000 cubic-feet-per-second of water supply for the State Water Project (SWP) agencies such as the Metropolitan Water District of Southern California. While it is appropriate for the environmental process to examine a range of sizes, previous analyses have shown that smaller facilities do not proportionately reduce costs as opportunities to sufficiently capture high storm water flows cannot be achieved. Further, the proposed project and alternatives being evaluated should be "cost effective", meaning that they must make economic sense for the PWAs that will be funding all of the costs. We believe a 6000 cfs facility has the greatest possibility of accomplishing this need. I understand that the costs as compared to proportion of benefits goes up sharply as the capacity is reduced significantly below 6000 cfs. Therefore the EIR should not evaluate alternative capacities that the PWA investors would have no interest in funding because the economic benefits and cost effectiveness does not exist.

A 6,000 CFS tunnel facility would require two intakes in the northern Delta. I support examining the three possible intake locations that had been fully vetted during the previous California WaterFix planning process. These locations were carefully identified to minimize impacts to migrating fisheries and nearby Delta communities while taking into account potential sea level rise.

I also support the two corridors to be examined for the tunnel facility, a "central" route similar to that of California WaterFix and an "eastern" route closer to Interstate 5. Fully examining these two alternatives stands great promise in identifying an ultimate route that minimizes impacts and hopefully identifies "win-win" benefits to the Delta region.

We applaud the administration's inclusion of this project as part of its draft Water Resilience Portfolio.

Thank you for considering these comments.

Sincerely,

RANCHO CALIFORNIA WATER DISTRICT

William J. Wilson
Board President

025.docx/mjr

DCS 993

Since 1949
VCEDA
Leadership • Advocacy • Intelligence • Networking

The voice of business since 1949!

VCEDA's Mission Statement: To advocate for policies, legislation and programs that stimulate business and a vital economy as the foundation for a vibrant quality of life in Ventura County.

February 10, 2020

Delta Conveyance Scoping Comments
Attn: Renee Rodriguez
California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

On behalf of Ventura Economic Development Association (VCEDA), I am pleased to provide input for the scoping process of the single-tunnel Delta conveyance project being advanced by the Department of Water Resources. We appreciate Governor Newsom's leadership to help ensure, safe, affordable and reliable water supplies to much of California.

More than 30 percent of Southern California's water supply comes from the Sierra Nevada and it provides the backbone water supply for millions of people, our $1.6 trillion economy, farms and our environment. Modernizing and upgrading our state's aging infrastructure with a single tunnel properly sized to convey 6,000 cubic-feet-per-second of water supply for the State Water Project will allow us to more efficiently move water, restore the Delta ecosystem and manage our water supply through climate extremes.

We are not alone in our support. There is widespread backing for the project in Southern California and throughout the state from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits and agriculture. We all recognize that a severe water shortage would come with an enormous economic cost and the time to move forward is now.

This project is not the only step we must take to ensure water resiliency. Ensuring Southern California has a reliable water supply in the future requires a diverse portfolio of both imported and local supplies and conservation. Much progress and significant investments are being made on a wide range of local projects and water efficiency, but the Delta conveyance project remains vitally important.

We support the Newsom administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta conveyance project will provide.

Sincerely,

Michele Newell
Chair

:mln

DCS 994

BURBANK CHAMBER OF COMMERCE 1920 - 2020 | 100 YEARS

"We partner with YOU to promote commerce for a thriving Burbank."

February 18, 2020

Delta Conveyance Scoping Comments
Attn: Renee Rodriguez
California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

Dear Ms. Rodriguez:

On behalf of Burbank Chamber of Commerce, I am pleased to provide input for the scoping process of the single-tunnel Delta conveyance project being advanced by the Department of Water Resources. We appreciate Governor Newsom's leadership to help ensure, safe, affordable and reliable water supplies to much of California.

More than 30 percent of Southern California's water supply comes from the Sierra Nevada and it provides the backbone water supply for millions of people, our $1.6 trillion economy, farms and our environment. Modernizing and upgrading our state's aging infrastructure with a single tunnel properly sized to convey 6,000 cubic-feet-per-second of water supply for the State Water Project will allow us to more efficiently move water, restore the Delta ecosystem and manage our water supply through climate extremes.

We are not alone in our support. There is widespread backing for the project in Southern California and throughout the state from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits and agriculture. We all recognize that a severe water shortage would come with an enormous economic cost and the time to move forward is now.

200 W. Magnolia Boulevard, Burbank, CA 91502
(818) 846-3111 • FAX (818) 846-0109 • www.BurbankChamber.org

This project is not the only step we must take to ensure water resiliency. Ensuring Southern California has a reliable water supply in the future requires a diverse portfolio of both imported and local supplies and conservation. Much progress and significant investments are being made on a wide range of local projects and water efficiency, but the Delta conveyance project remains vitally important.

We support the Newsom administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta conveyance project will provide.

Thank You.

Thomas Flavin
CEO

TORRANCE
Area Chamber of Commerce

DCS 995

3480 Torrance Blvd., Suite 305, Torrance CA 90503 | (310) 540-5858 | www.TorranceChamber.com

Delta Conveyance Scoping Comments
Attn: Renee Rodriguez
Department of Water Resources
P.O. Box 942836
Sacramento. CA 94236

On behalf of Torrance Area chamber of Commerce, I am pleased to provide an input for the scoping process of the single-tunnel Delta conveyance project being advanced by the Department of water Resources. We appreciate Governor Newsom's leadership to ensure, safe, affordable and reliable water supplies to much of California.

More than 30 percent of Southern California's water supply comes from the Sierra Nevada and it provides the backbone water supply for millions of people, our $1.6 trillion economy, farms and our environment. Modernizing and upgrading our state's aging infrastructure with a single tunnel properly sized to convey 6,000 cubic-feet-per-second of water supply for the State Water Project will allow us to more efficiently move water, restore the Delta ecosystem and manage our water supply through climate extremes.

We are not alone in our support. There is widespread backing for the project in Southern California and throughout the state from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits and agriculture. We all recognize that a severe water shortage would come with an enormous economic cost and the time to move forward is now.

This project is not the only step we must take to ensure water resiliency. Ensuring Southern California has a reliable water supply in the future requires a diverse portfolio of both imported and local supplies and conservation. Much progress and significant investments are being made on a wide range of local projects and water efficiency, but Delta conveyance project remains vitally important.

We support the Newsom administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta conveyance project will provide.

Donna Duperron
President & CEO
Torrance Area Chamber of Commerce

DCS 996

Butte County Administration

Shari McCracken
Chief Administrative Officer

25 County Center Drive, Suite 200
Oroville, California 95965

T: 530.552.3300
F: 530.538.7120

buttecounty.net/administration

February 11, 2020

Delta Conveyance Scoping Comments
Attn: Renee Rodriquez
Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

Dear Ms. Rodriquez:

On January 15, 2020, the Department of Water Resources (DWR) issued a Notice of Preparation (NOP) for the Delta Conveyance Project (DCP) in compliance with the California Environmental Quality Act (CEQA). As part of the NOP, DWR scheduled a series of scoping meetings on the NOP. There are no scheduled scoping meetings north of Sacramento. Draft environmental assessments of previous Delta conveyance projects (Bay Delta Conservation Plan, WaterFix) demonstrated that the project would have significant impacts to Butte County and northern Sacramento Valley. Given the significant impact, interest, and controversy of the DCP, the Butte County Board of Supervisors directed me to request that DWR schedule additional scoping meetings in Butte County and other locations in the northern Sacramento Valley.

Thank you for your consideration.

Sincerely,

Shari McCracken
Chief Administrative Officer

cc: Butte County Board of Supervisors
Karla Nemeth, Director, DWR
Senator Jim Nielsen
Assemblymember James Gallagher
Assemblymember Megan Dahle
Paul Gosselin, Butte County, Director – Water and Resource Conservation Department

Cristina Mathews
121 N. Whipple St.
Fort Bragg, CA 95437

Delta Conveyance Scoping Comments
Attn: Renee Rodriguez
Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

Dear Ms. Rodriguez:

I write to comment on Governor Newsom's revival of the disastrous Delta Conveyance plan. The Delta Tunnel will have a catastrophic effect on fish populations—we know this. It will redirect precious public funds to benefit wealthy businesses reliant on unsustainable agricultural practices in arid parts of the state. It guarantees ecosystem imbalance. It also robs northern California communities of the living they make from the sea.

As a preschooler, I arrived in California from the north, on my parents' fishing boat. My parents fished commercially. Back then, a family could do this: there were fish enough to support families living on boats. The sea was healthy; water fed the fish, and the fish fed us. This was good for the families who lived on the water and also for coastal communities where strangers like us sold fish, restocked on ice, and bought food and fuel and where local people, too, made a living directly from the sea.

I now live in Fort Bragg, in coastal Mendocino County, one of the towns where my parents and I stopped for supplies way back when. Fort Bragg is struggling to recreate itself. Such is the disastrous state of fish populations, in important part because of water diversions that have already drained the streams they rely on, that Fort Bragg's commercial fleet has dwindled. Taking tourists out for sportfishing and whale watching may be, in some bad seasons, a more reliable source of income—but, like the other service industry jobs that have become the local economy's mainstay, it's hard to make a decent living at it.

California needs strong rural communities. It needs communities that are self-sustaining and productive. It needs its rural communities to have a diverse economic base. Water flowing where the ecosystem needs it is part of this.

Governor Newsom's Delta Tunnel plan not only dooms many fish populations to extinction, but it further erodes the ability of California's coastal communities to make a living from the sea. It expropriates not only these community's water, but their taxpayer dollars, using both for the benefit of remote corporations and their scorched earth agricultural practices. It is a subsidy that is not fair and that we cannot afford.

I oppose this plan. Governor Newsom claims to value healthy ecosystems and climate resilience, but unless this water portfolio is radically revised, these claims are empty. I urge a change.

Sincerely,

Cristina Mathews

Sean Cudney

2428 Blake Lane

Valley Springs, CA 95252

7 February 2020

Delta Conveyance Scoping Comments

Attn: Renee Rodriguez

Department of Water Resource

P.O. Box 942836

Sacramento, CA 94236

To whom it may concern,

I'm writing to you as a concerned citizen about taking more water out of the delta for Southern California. California needs to find alternative solutions to the "water fix" than taking more water out of the Delta. My question for you is "what will the new stand-alone environmental analysis leading to issuance of a new EIR entail?"

Sincerely,

Sean Cudney

To:

Delta Conveyance Scoping Comments

Attn: Renee Rodriguez, Department of Water Resources

P.O. Box 942836, Sacramento, CA 94236

Re: Comments on Delta Tunnel construction

From:

Tara Beeman

P.O. Box 52, Hood, CA 95639-0052

Feb. 11, 2020

To Whom It May Concern,

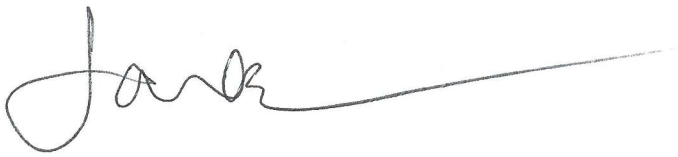
What will 10-15 years of mammoth construction (in the scale of the building of the English Channel tunnels) do to the Stone Lakes National Wildlife Refuge? With urban sprawl increasingly covering up the world famous fertile farm lands of the Sacramento and San Joaquin Valleys, the farms that used to provide wildlife habitat being covered up by houses and roads and shopping malls, where is the wildlife supposed to go if we also disturb and destroy remaining habitat for the thousands of birds, mammals and plants that live in this area?

Can you imagine living in the exact middle of this proposed gigantic construction project, with 24/7 noise from trucks, heavy equipment and barges, ear-splitting pile driving and drilling, noxious fumes, mountains of sludge and supplies and dirt being slogged through on increasingly crumbled rural levee roads? This will be our lives in Hood for 10-20 years, our quiet rural Delta legacy community completely disturbed and destroyed, if this project is continued.

As I understand, there are alternatives to continuing this project, including the investment into sources of local water supply for all communities and parties involved. Why continue this costly and destructive project when alternatives exist?

Sincerely,

Tara Beeman



DCS 1000

Delta Conveyance Project
Scoping Comment Card

The public scoping period is January 15, 2020 through March 20, 2020

Please provide comments on the scope of issues to be considered in the Delta Conveyance Project environmental analysis. Please print.

Name Alphonsus E Furr Date 2-19-2020

Organization SJC Retired Email funlaw39@gmail.com

Address 2420 Diablo Dr

City Lodi CA 95242 State Calif Zip 95242

This appears to be all decided without input from the local area.
When you had your meeting your representatives were not interested enough to pay attention to our concerns.
I wish we could enact legislation without any of your approval.

Email comments to DeltaConveyanceScoping@water.ca.gov.

Delta Conveyance Scoping Comments 2/21/2020
Attn: Renee Rodriguez
Department of Water Resources
P.O. Box 942836
Sacramento, CA. 94236

SUBJECT: Notice of Preparation for the Delta Conveyance Project

The entire northern area of this proposed project lies within the FEMA 100 year floodplain. How this project will impact this floodplain must be addressed in the environmental assessment.

The flood problem north of the Mokelumne River has increased over time due primarily to downstream State supported levee improvement projects. Upstream urban development also contributes to increased downstream flooding of the Beach Stone Lake area. The area where I live, the Point Pleasant area, was not subject to flood under undeveloped conditions. This can be verified by review of historic documents relating to the great flood of 1862 and the flood of 1907 which established the boundary for the Sacramento and San Joaquin Drainage District in 1913.

Surely all above ground permanent infrastructure will be required to be constructed above the 100 year flood elevation. This construction will take up critical flood storage area increasing flood risk to adjacent areas. Any loss of flood storage must be mitigated 100% including during construction.

One positive aspect of this proposed conveyance system is that it could be designed to convey flood waters from the Beach Stone Lake area. Designed as a dual water conveyance and flood control project would make this project more acceptable. The Sacramento River east levee would have to be reconstructed to acceptable FEMA standards. This levee reconstruction is inevitable as the State of California is facing potential litigation under the Paterno vs State of California principles.

In closing, this project will have a significant adverse environmental impact as related to the flood problem in the area north of the Mokelumne River if not mitigated. The flood issue must be addressed in the environmental review.

Thank you
Walter Hoppe
11556 Fogg Road
Elk Grove, CA. 95757
916-684-2711

W J Hoppe

DCS 1002

Delta Conveyance Project
Scoping Comment Card

The public scoping period is January 15, 2020 through March 20, 2020

Please provide comments on the scope of issues to be considered in the Delta Conveyance Project environmental analysis. Please print.

Name Dr Julie Dampn Date 2/23/2020

Organization _____ Email purplejulied@yahoo.com

Address 25879 N. Cherokee Ln

City Colfax State CA Zip 95632

I do not support the Delta Conveyance Project. One tunnel is just as problematic as two tunnels. It will destroy our precious Delta as a resource for fish, recreation, etc. Changing water levels downward will allow for desalinization of the water, destroying wildlife and affecting the water supply for San Joaquin and other Counties. There are other methods of water conservation that should be looked at that have much less of a negative impact such as expanding the water in reservoirs building new reservoirs recharging ground water, recycling water desalinization getting water from the air with new technology, and more. These other methods are also less costly and would not require the same level of land takeovers etc; And may could help the whole state.

Delta Conveyance Scoping Comments
Attn: Renee Rodiriguez, Department of Water Resources
P.O Box 942836 Sacramento, CA 94236
February 28, 2020

Comments on the proposed single tunnel conveyance project and alternatives:

Water supply and distribution in California is definitely a very important and ongoing challenge. Moving large amounts of water from the north to the south and south central valley has been one answer to this, and the proposed tunnel is being pushed as a way to facilitate this transfer. I feel very strongly that it is NOT a good solution.

California water policy is to encourage regional resilience and economic and environmental sustainability, but larger water transfers from one region to another is in direct opposition to this policy. The proposed tunnel prioritizes UNSUSTAINABLE industrial agricultural practices over needs of small farmers and the environment. (The environment, by the way, is what made California such a great state, and what we all depend upon for our very existence.)

The Delta and Bay used to be so rich in life, and supported so many people. We'll probably never return to that abundance, but to further degrade it is absolutely not acceptable.

"Voluntary agreements" do not work as policy. Those who unfairly benefit will continue to ignore them. There must be strong enforcement of laws and regulations.

As was obvious recently with the dam at Oroville, large works like dams and tunnels are not only expensive to build. They also require ongoing expensive maintenance. That cost would undoubtedly be born by California taxpayers, at the expense of other much needed programs, and not by the big growers who would benefit from this proposed tunnel.

Before even considering such a project, some priorities need to be decided upon. Is it more important for agribusiness in the San Joaquin to grow water-thirsty plants for export than for residents in Sierra foothill communities to be able to grow a vegetable garden (as was the case a few years ago during a drought).

It is essential to have a "no tunnel" option. The water portfolio must reject large-scale , environmentally destructive projects like this proposed tunnel.

Thank you for your consideration of my comments.

Judy Johnson
El Dorado County

Judy Johnson

DCS 1004

To: Department of Water Resources
Delta Conveyance Scoping Comments
Renee Rodriguez

3-5-2020

As business owners of a fishing business in Orleans, CA on the Klamath River just above the confluence of the Trinity River, We are writing to let you know that we have grave concerns over this proposed project and feel that it would deleteriously harm the watersheds which depend upon flows from the Trinity River. We oppose this project and hope that the EIR will considering the following in its assessment:

* The EIR should analyze impacts to California's salmon people, including salmon dependent Tribes and coastal fishing communities.
* The EIR should analyze alternatives that would increase Delta outflow and reduce exports as compared to current conditions in the Delta. Specifically, the EIR should examine a "no tunnel" alternative.
* The EIR should analyze the impacts to source waters, and their reservoir storage, including the Trinity, Klamath, Sacramento, Feather, Yuba and San Joaquin Rivers. Water quality impacts from any increased diversions should be included in this analysis. * The EIR should analyze the cumulative impacts of the Delta tunnels with the new Trump administration Biological Opinions for the Trump Water Plan, the long term operations of the State Water Project, the Shasta dam raise and the proposed Sites Reservoir. Would these new projects and rules be used to fill the tunnels?
* The EIR should analyze water conservation, efficiency, and additional demand reduction measures that would be less environmentally harmful and more economical than the tunnel and achieve the same water supply reliability goals and targets.
* The EIR must analyze the tunnel's consistency with the Delta Reform Act's policy of reduced reliance on the Delta. The EIR must analyze the tunnel's cumulative impacts, with particular focus on: ○global climate change impacts; ○ water quality, including effects of increases in salinity, toxic hot spots, pesticides, mercury, and other pollutant discharge that won't be cleaned out due to lack of freshwater in the Delta; ○ biological resources, including all species that may be impacted by the SWP, as well as upland habitats that may be affected; ○ impacts on tunnel alignment, since the proposed eastern alignment has potential for significant urban impacts for Delta residents; and ○ Impacts incurred during construction of the tunnel
* The EIR must adequately analyze the effectiveness of proposed mitigation and conservation measures over the term of the tunnel project, and include mitigations and protections for every impacted watershed.
* The EIR should analyze the economic costs and benefits of the single tunnel project, as well as those of a "no tunnel" alternative and investment in water conservation and efficiency improvements to meet water supply needs.

Sincerely Blythe Reis and Mark DuPont
Sandy Bar Ranch
PO Box 347
Orleans, CA 95556
mail@sandybar.com

DCS 1005

Delta Conveyance Project
Scoping Comment Card

The public scoping period is January 15, 2020 through March 20, 2020

Please provide comments on the scope of issues to be considered in the Delta Conveyance Project environmental analysis. Please print.

Name Stacy Sebring Date 3-8-20

Organization _____ Email missebring@yahoo.com

Address PO Box 165

City Hyampom State CA Zip 96046

I am against this project. It stands to drain the Trinity River even more than it already is drained by CVP. It is alarming, especially with the latest grim report on the 2019 fall chinook salmon run, which fell well below projections, both the catch and prospects for next generation of fish. This is negatively impacting our rivers, and the Indigenous people on these rivers who rely on the salmon. There has not been nearly enough input from people in the North State, having only one hearing in Redding. The DWR must extend their Scoping Period, since their "scope" has been so narrow (not even one meeting in San Francisco). DWR must have more meetings up North where the source of the water is. Yreka, Eureka, Weaverville, Willow Creek. Also what will the impacts be on frogs, turtles, beaver, otter, blue heron, osprey, trout, sucker fish. How will this project impact tributaries? Why has there been no alternatives studyied? Why has the DWR not had Tribal voices at your table? You must have more meeting up in the North State. Signed, Stacy Sebring

Email comments to DeltaConveyanceScoping@water.ca.gov.