

SAVE THE CALIFORNIA DELTA ALLIANCE

WATERFIX VIOLATES POLICY DP P2

DP P2 – Respect Local Land Use When Siting Water or Flood Facilities or Restoring Habitats

“Water management facilities, ecosystem restoration, and flood management infrastructure *must* be sited to avoid or reduce conflicts with existing uses....”

WaterFix Intakes
Improperly Sited At
Delta Legacy
Communities
Clarksburg & Hood

WATERFIX FEIR ADMITS IMPACTS ON CLARKSBURG AND HOOD

- “[WaterFix construction will] result in changes to the rural qualities of these communities during the construction period....”
- “Effects associated with construction activities could also result in changes to community cohesion....”
- “..adverse social effects could also arise as a result of declining economic stability in communities closest to construction effects....”
- **“[N]oise-related effects on residential property could lead to localized abandonment of buildings.”**

DEAFENING PILE-DRIVING NOISE FROM INTAKE CONSTRUCTION

- Construction of WaterFix includes driving **23,900 piles** at twelve construction areas spread across the Delta.
- A total of 10,909,704 strikes from impact hammers will be required to drive the piles home.
- The majority of these piles will be driven at the three intake structures located near Clarksburg, Hood, Locke, and Walnut Grove.
- Intakes 2,3, and 5 will each experience **90,000 pile strikes per day** during pile driving activities. Over an eight hour shift, that is three strikes per second.

(SCDA-82, p.3.E-4 - 3E-5: 2-11;
28-33)

NOISE IMPACTS ANALYZED BY ACOUSTICAL ENGINEER CHARLES SALTER

Charles M. Salter, PE President



Mr. Salter has practiced acoustical engineering for over 40 years. With educational backgrounds in architecture, planning, engineering, and business, he has conducted a wide range of consulting in the areas of architectural acoustics, noise control engineering, and environmental noise impact. As an expert witness, Mr. Salter has been involved in over 100 legal cases in California, Arizona, Nevada, Utah, Oregon, Washington, and Hawaii. He has testified in over 20 court trials and arbitrations and has given more than 70 depositions. The cases have involved noise sources such as freeways, rapid transit, plumbing systems, music, mechanical equipment, aircraft flyovers, and the San Francisco cable car system.

education

Boston College MBA
Finance, 1972

Massachusetts Institute of
Technology, BS Art and Design,
major in Architecture,
minor in City Planning, 1969

Tufts University BSCE
major in Structural Engineering,
minor in Economics, 1965

publications

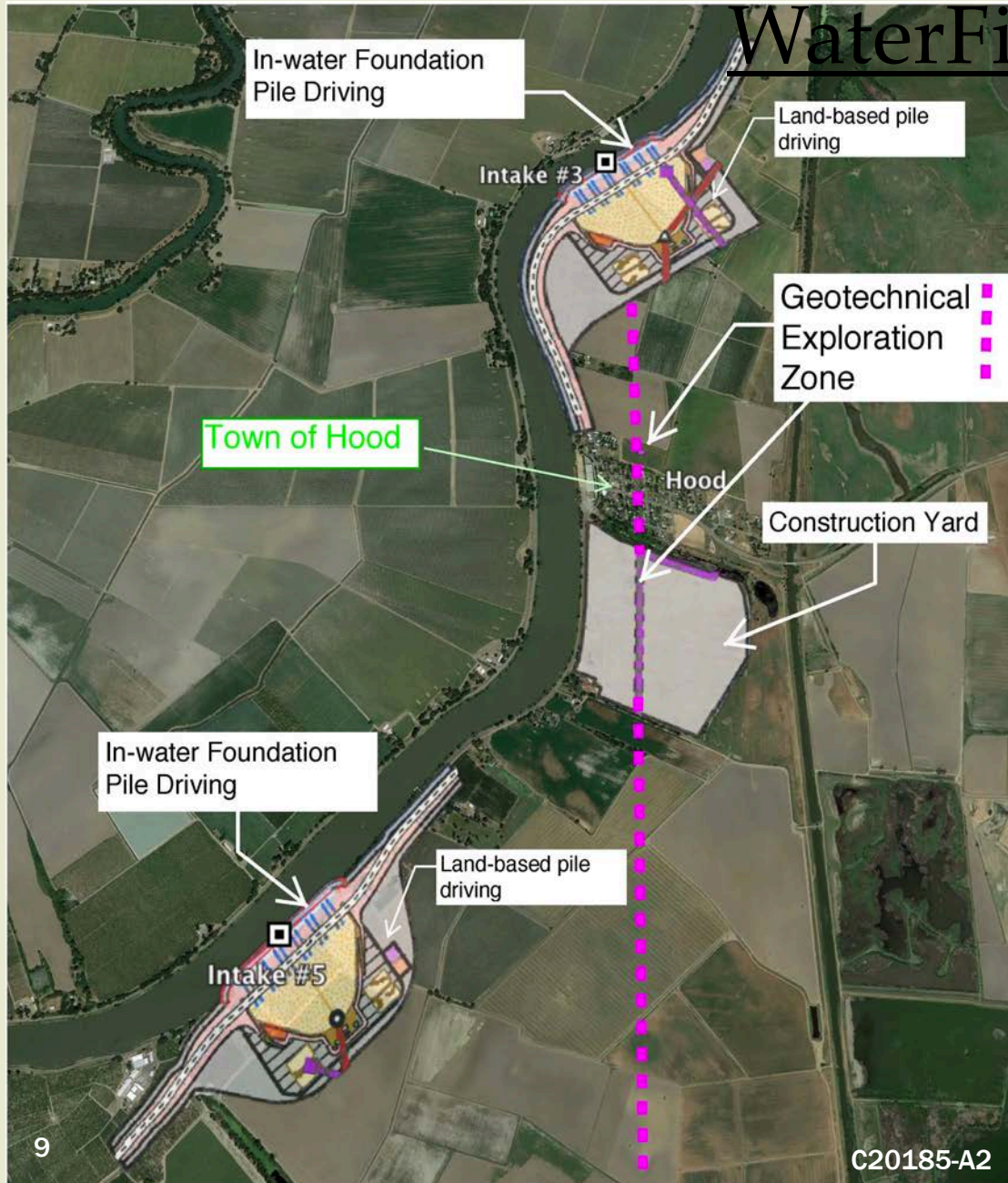
Coauthor, *ACOUSTICS:
Architecture, Engineering, the
Environment* (1998 William Stout
Publisher)

Sound Levels From Pile Driving Calculated by Acoustical Engineer Charles Salter:

“We estimate that the sound from the ten million plus impact hammer strikes will be 115 dBA at a distance of 50 Ft from the source. 115 dBA is very loud, roughly equivalent to the sound produced by a siren on an emergency vehicle.”

When given the opportunity
at SWRCB WaterFix
Hearings, DWR's experts
declined to dispute any of
Mr. Salter's findings.

Town of Hood Dwarfed by California



**SOUND LEVELS FROM
CONSTRUCTION NOISE
AND PILE DRIVING:**

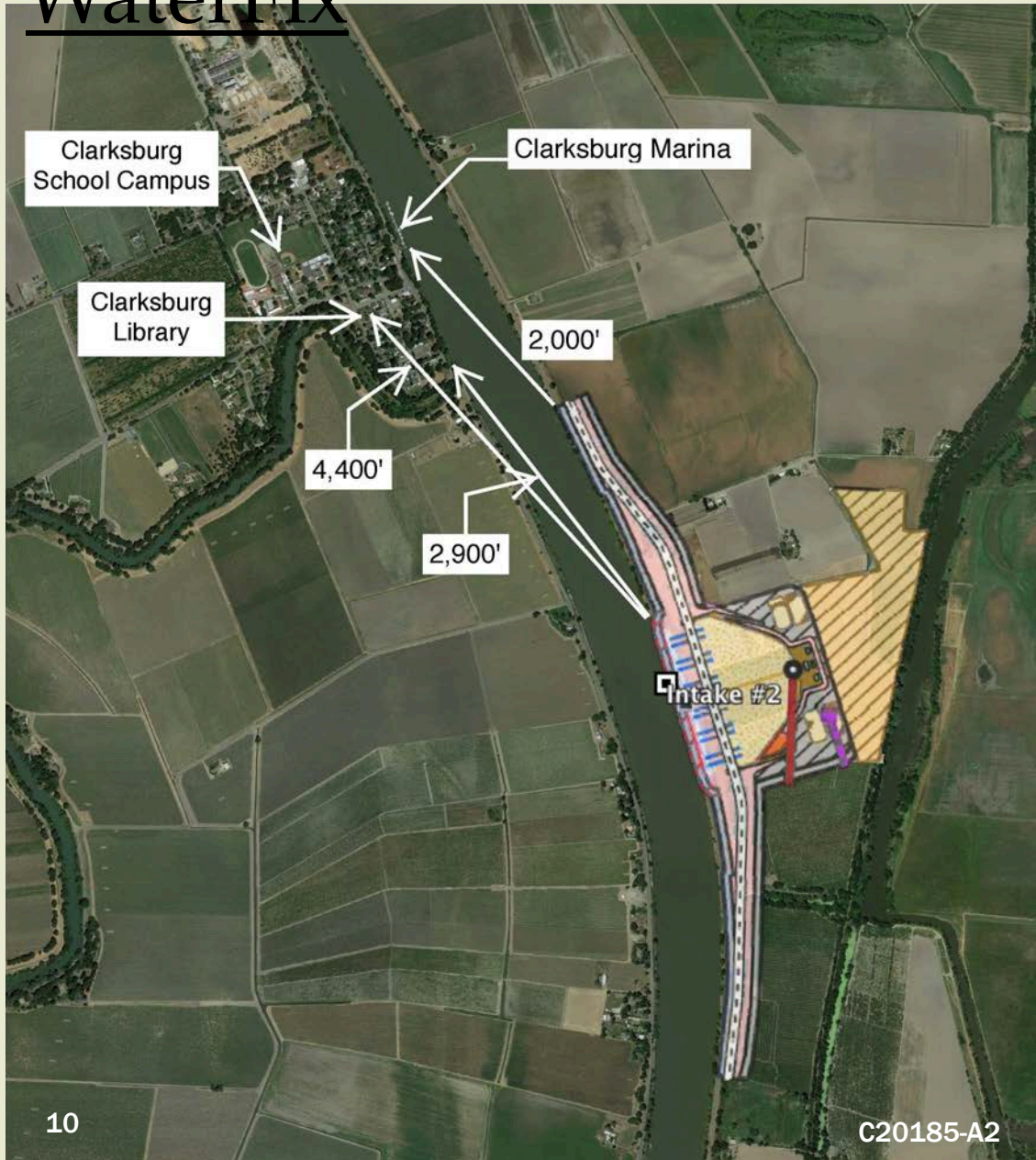
Town of Hood = 80 dBA

(SCDA – 65, p.2: 12-16, x.4.000015)

*80 dBA equivalent
to a freight train 15
meters away.*

Town of Clarksburg Impacted by California

WaterFix



SOUND LEVELS FROM CONSTRUCTION NOISE AND PILE DRIVING:

Clarksburg Marina = 75 dBA

Clarksburg Library = 76 dBA

Clarksburg School = 76 dBA

(SCDA – 65, p.2: 12-16, x.4.000015)

Salter concludes:

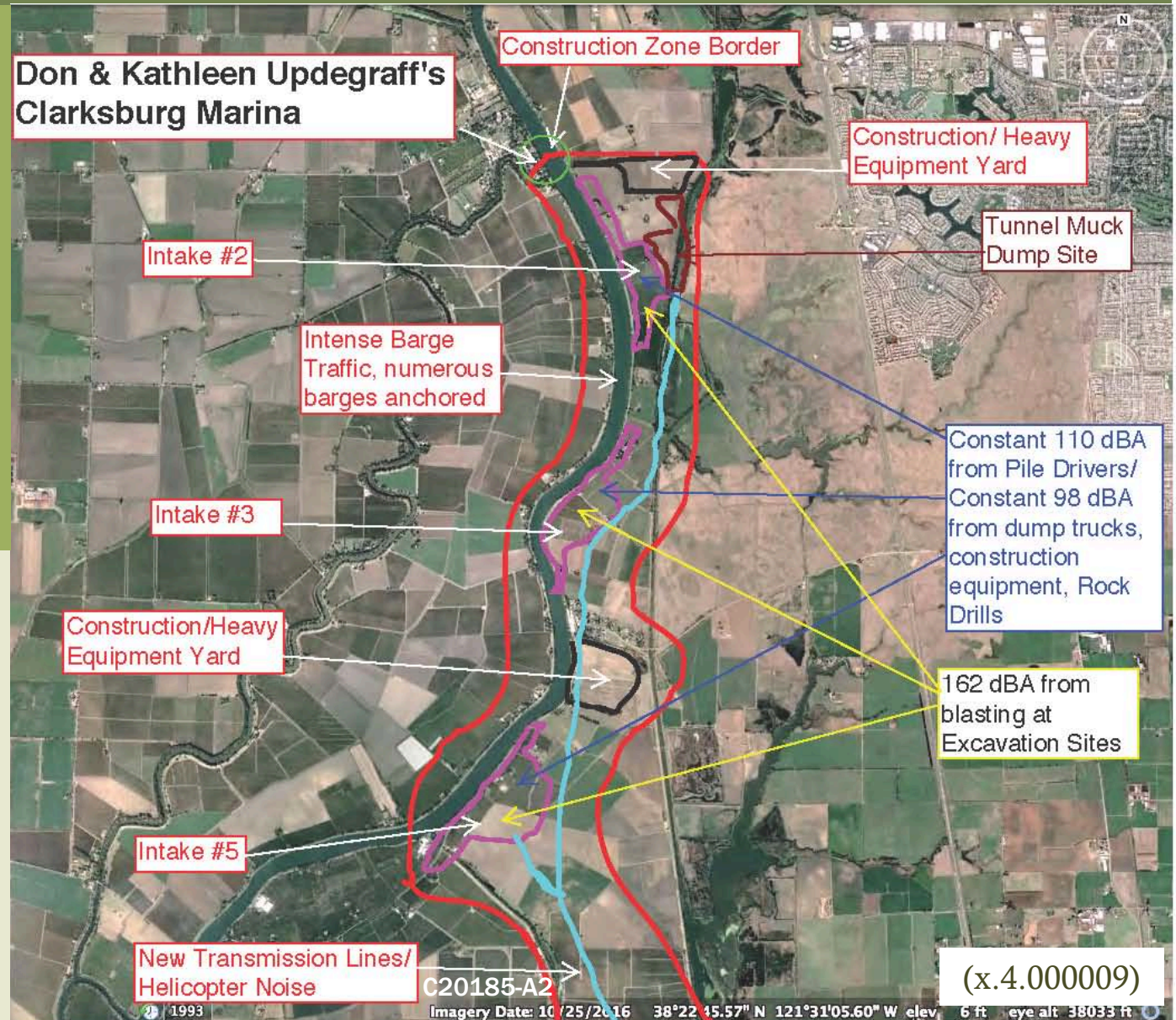
“[The construction noise] will interfere considerably with speech communication in the communities of Hood and Clarksburg, requiring people to raise their voices. Interference with such a basic activity as speech is likely to have a significant negative impact on the communities, making them unattractive places to live and visit.”

CLARKSBURG / HOOD CONSTRUCTION ZONE IMPACT CATASTROPHE

WaterFix
schedule shows
8 years
construction at
intakes.

(SCDA-83)

*Would you want
to live through
this for 8 years?*



WaterFix FEIR Conclusion
Regarding Multiple Noise Impacts
From Intake Construction:

“Significant and Unavoidable”

22 year Clarksburg resident - Barbara Daly's comments on WaterFix FEIR

“These are small towns and people here do not have a lot of money and there is not a lot of opportunity to make money here. Our communities are held together by sense of place and home. We stay here because it is quiet and peaceful and the outside world doesn't much intrude.

22 year Clarksburg resident - Barbara Daly's
comments on WaterFix FEIR continued..

“Hood will likely be abandoned entirely to become a ghost town. There will be large scale abandonment in Clarksburg. The historical integrity of Locke and Walnut Grove, situated within their historical vernacular landscape, will be lost forever.”

(July 10, 2017, comments on FEIR
comment table 3-3)

Clarksburg Marina Owners - Don and Kathleen Updegraff's Comments on WaterFix FEIR

“[Noise from WaterFix construction will] drive all our customers away and put us out of business. [I]t is likely none of the businesses will return even after construction is complete because the whole area will be an industrial zone due to the intakes.”

Let's Turn to Delta-wide
Impacts On Recreation,
Particularly Boating
and Marinas.

COEQUAL GOALS

- “Providing a more reliable water supply for California, and
- Protecting, restoring, and enhancing the Delta ecosystem.

These goals, the Legislature added, *must* be met in a manner that:

- *Protects and enhances* the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place.”

WATERFIX OVERWHELMS RECREATION THROUGHOUT THE DELTA

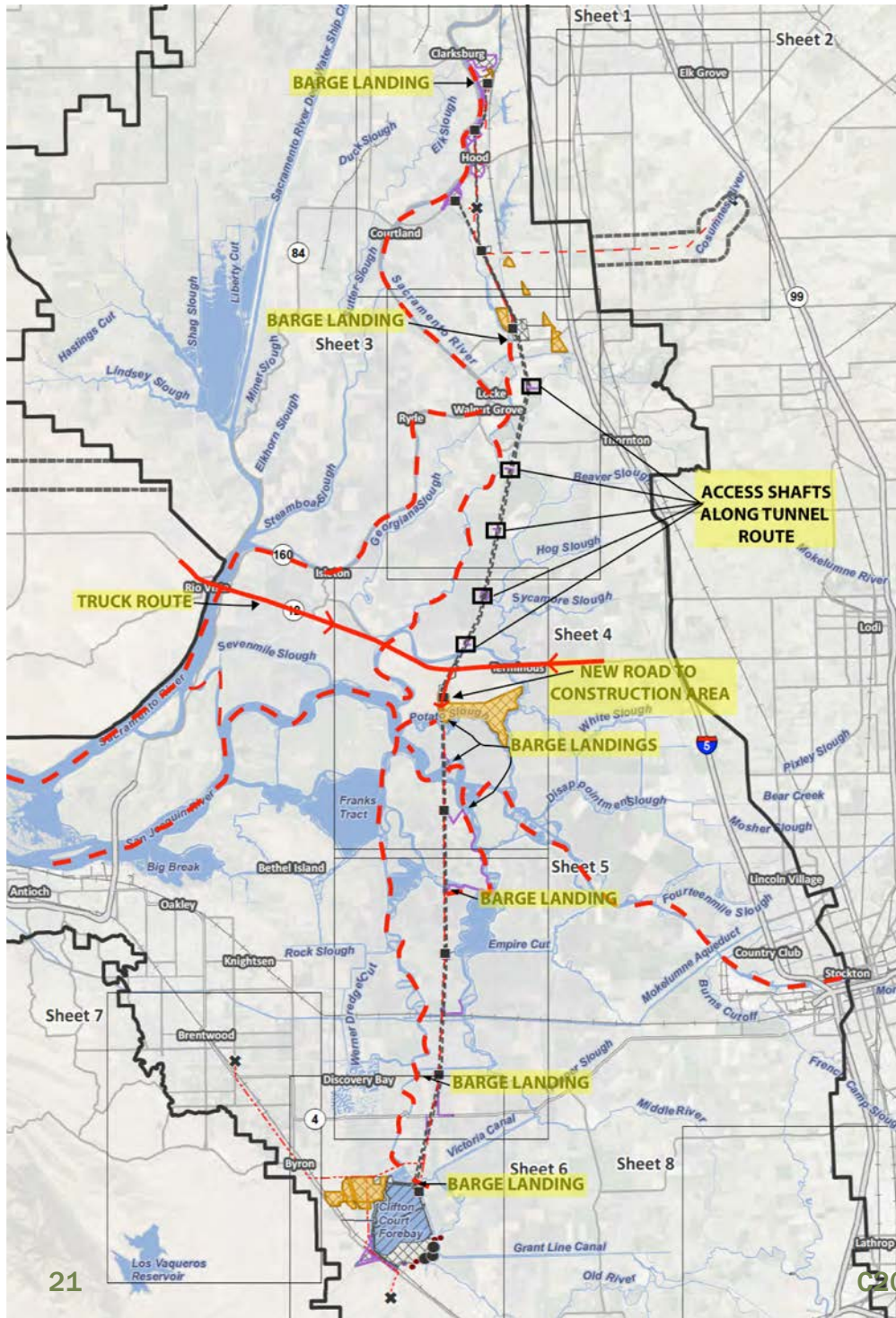
- Tunnel muck dumps on Delta Islands (30,000,000 cubic yards)
- 18,800 barge trips concentrated in summer recreational boating season
- Barge landings located in prime Delta recreational anchorages
- Pile driving
- Heavy truck traffic on 2 lane Delta Roads
- Traffic Backups due to draw-bridge openings for barges

CEQA CONCLUSION:

“Construction of Alternative 4A intakes and related water conveyance facilities would result in permanent and long-term (i.e., lasting over 2 years) impacts on well-established recreational opportunities and experiences in the study area because of access, noise, and visual setting disruptions that could result in loss of public use. These impacts would occur year-round.

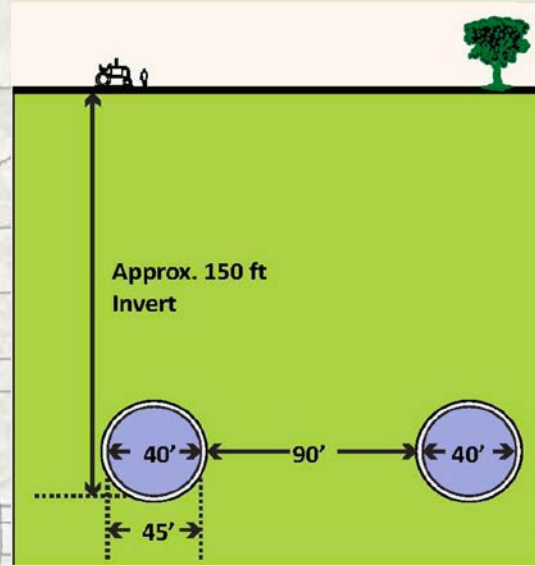
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Therefore, these impacts are considered significant and unavoidable”



EXCAVATED TUNNEL MATERIALS SITES

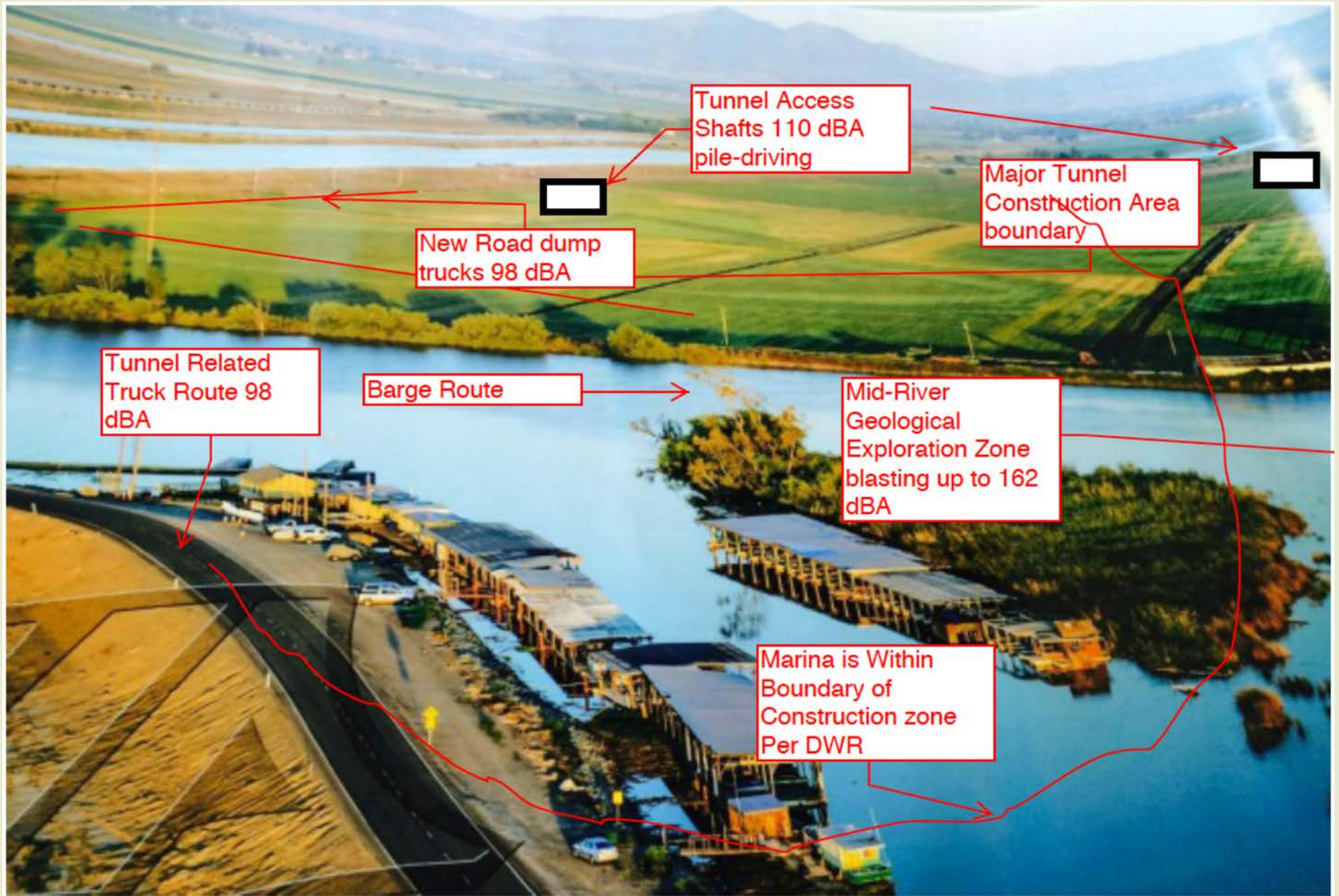
BARGE ROUTE



- Total excavated material will be about equal to 2-1/2 million dump truck loads
- There will be a total of 9,400 barge trips mostly during summer and fall months occurring over 5-6 years



Construction Impacts Bullfrog Marina



BULLFROG MARINA WILL FACE

- **River blockages**
- **Continuous noise**
- **Heavy barge traffic**
- **Congestion**
- **Truck traffic**
- **Visual disturbance**

Bullfrog Marina Manager - Carl Wenske's comments at FEIR hearing

“Our marina will not be able to survive the lengthy construction and we will have to close our business.”

WaterFix FEIR admits marinas will be forced to close

“[R]ecreation-dependent businesses including **many marinas** and recreational supply retailers may not be able to economically weather the effects of multiyear construction activities and may be forced to to close as a result..”

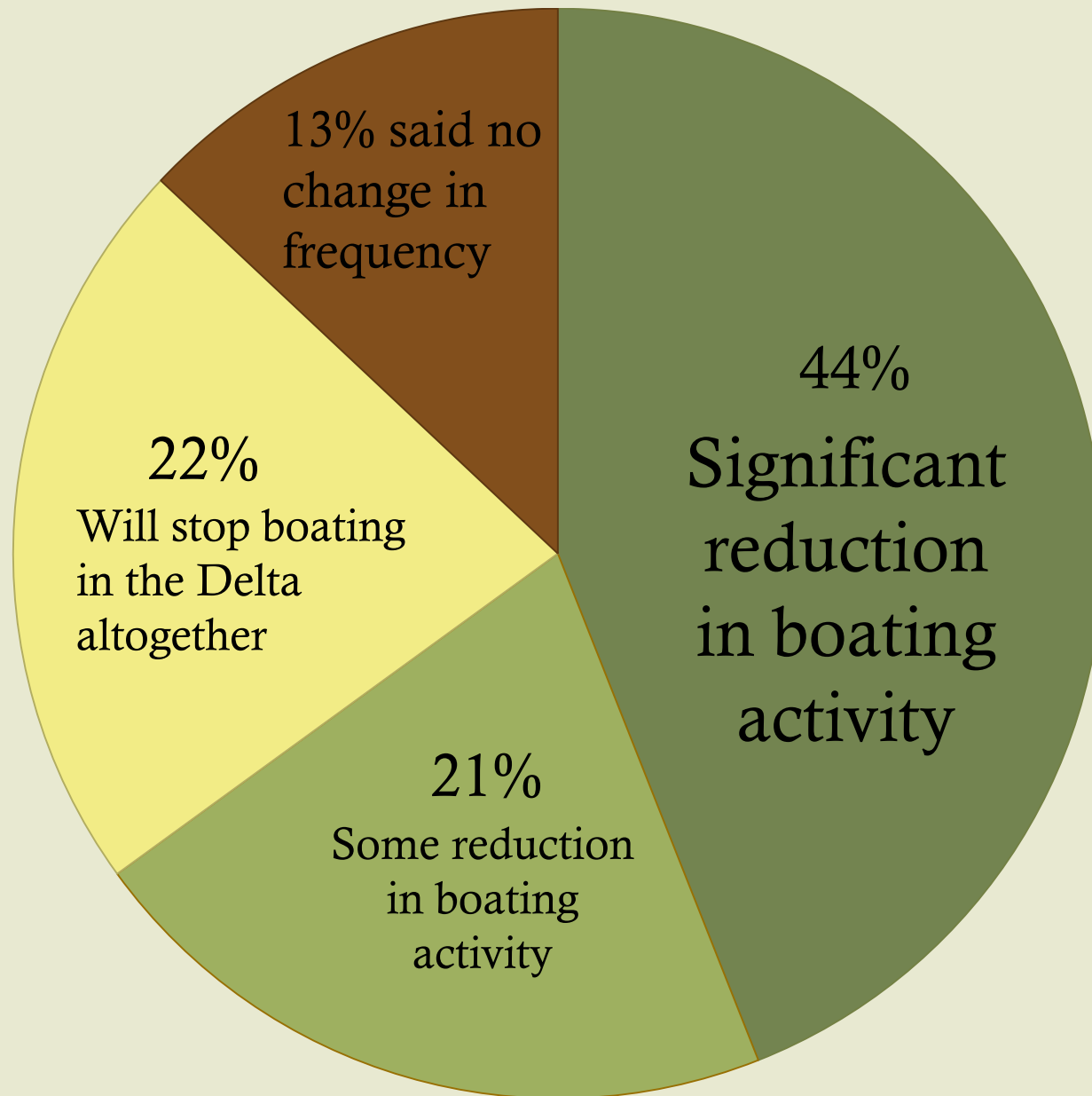
Many marinas will be forced out of business because boaters will abandon the Delta in droves.

Survey of Delta Boaters Conducted at 2017 Rio Vista Bass Derby

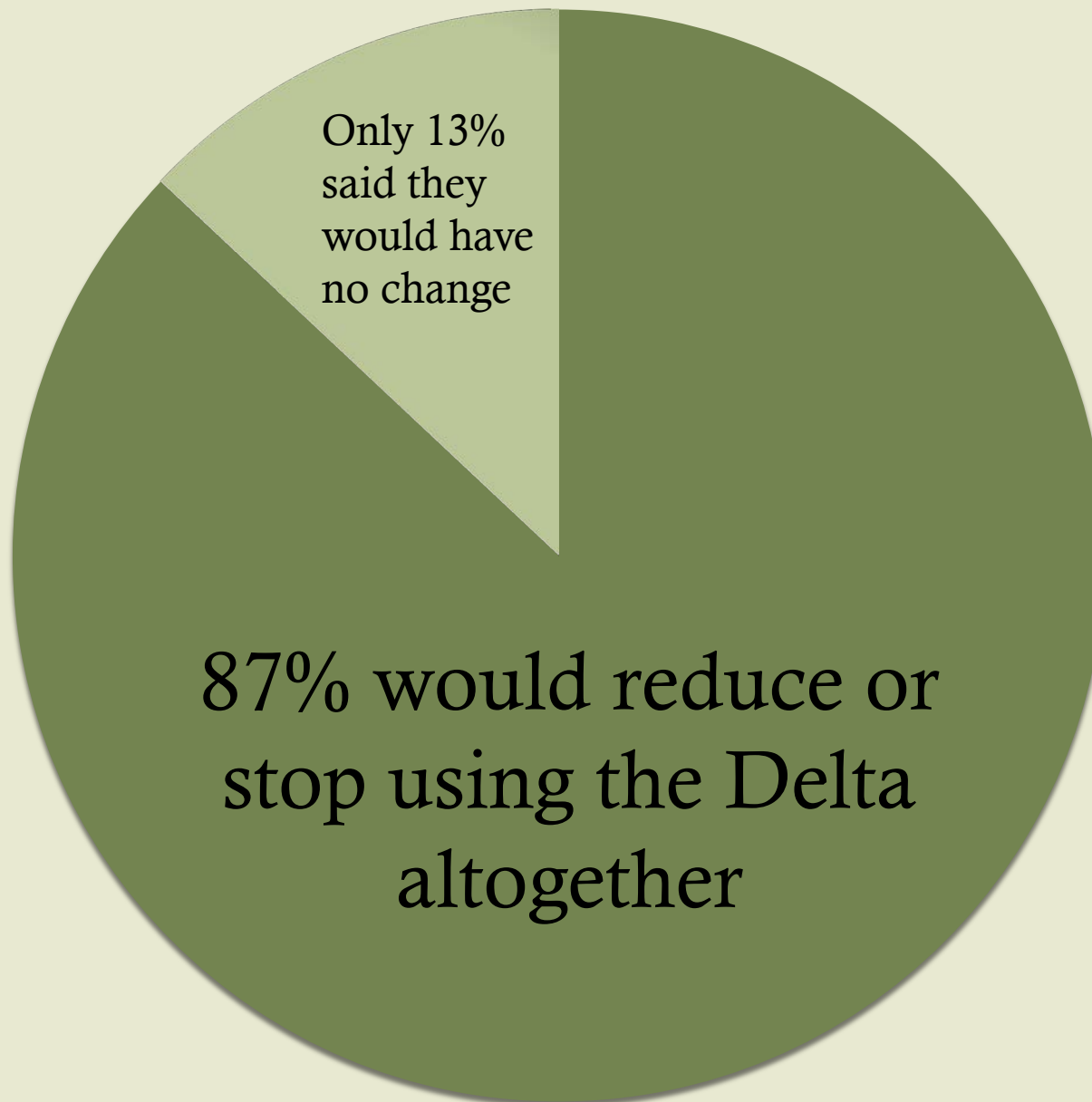
- Conducted by 15 survey-takers, over 2 days
- 220 surveys completed

- All who completed the survey were Delta recreational boaters
- Survey questions were neutrally worded
- Survey takers disclosed no position on tunnels
- Participants were read description of project from WaterFix FEIR

Rio Vista Bass Derby Survey



Rio Vista Bass Derby Survey

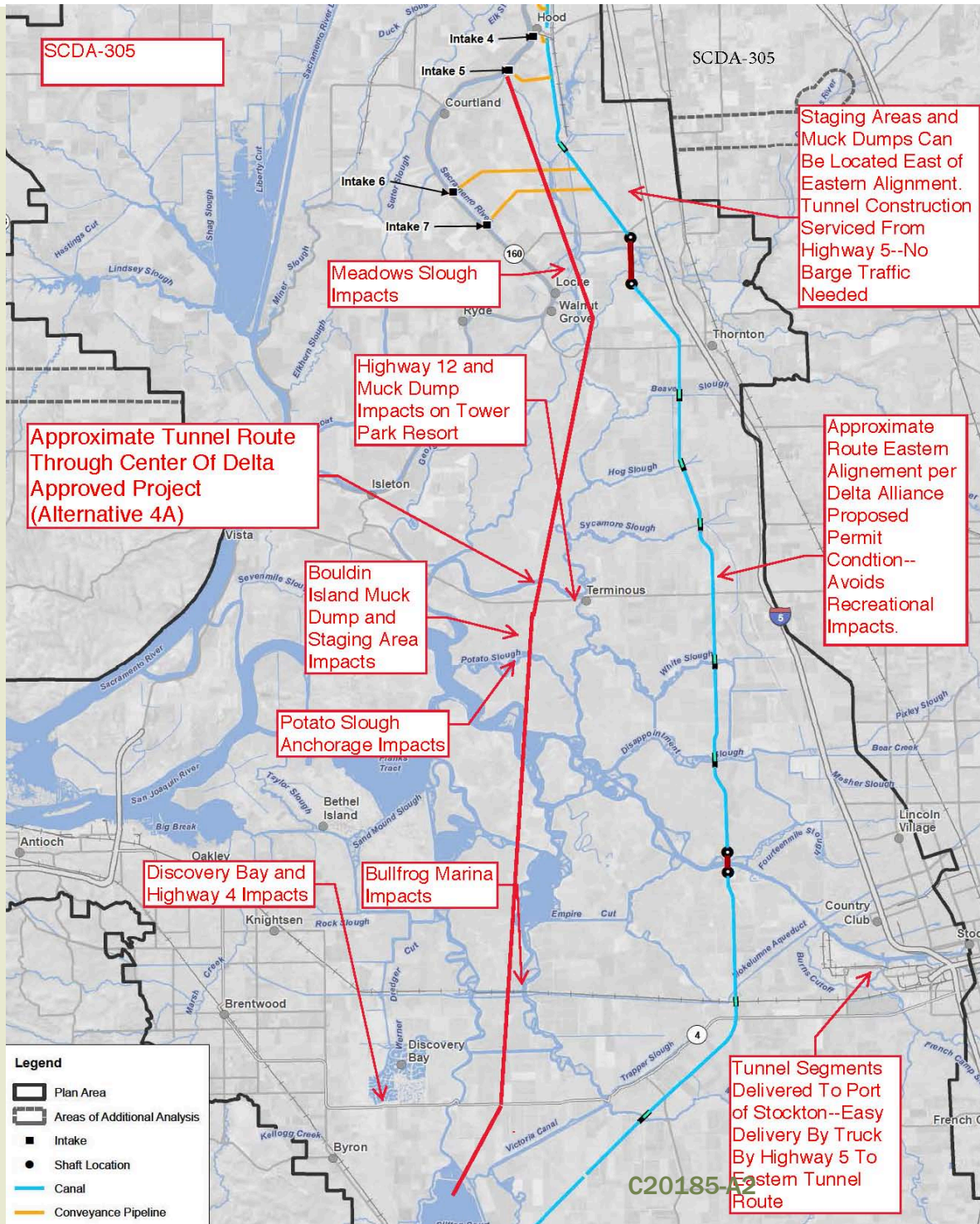


All of this is the result
of poor decisions siting
water facilities –
recall DP P2

WATERFIX VIOLATES POLICY DP P2

DP P2 – Respect Local Land Use When Siting Water or Flood Facilities or Restoring Habitats

“Water management facilities, ecosystem restoration, and flood management infrastructure must be sited to avoid or reduce conflicts with existing uses....”



**WATERFIX
FEIR
FIGURE 3-4
EASTERN
ALIGNMENT**

(SCDA – 305)

Turning to Delta

Plan Policies

ER P1 and WR P1

Delta Plan Policy ER P1

“The State Water Quality Control Board Bay Delta Water Quality Control Plan flow objectives shall be used to determine consistency with the Delta Plan.”

A key measure in D-1641 flow objectives is the Export to Inflow Ratio (E/I Ratio)

- The D-1641 E/I Ratio limits the amount of water that can be withdrawn from the Delta for export.

The maximum amount that can be withdrawn for export at any time is a percentage of the water that is flowing into the Delta at that time.

- Most of Delta inflow comes from the Sacramento River.
- D-1641: Sacramento River Inflow is measured at Freeport.
- All exported water is included in the “Export” term of the D-1641 E/I Ratio.

WaterFix violates the D-1641 E/I Ratio.

- WaterFix does not “count” water diverted by the new intakes as an export for the D-1641 E/I Ratio.
- WaterFix moves the Sacramento River inflow compliance point from Freeport to downstream of the new intakes.

- The new WaterFix north Delta intakes can divert up to **9,000 cubic ft per second (cfs)**.
- For perspective, the entire flow of the Sacramento River during summer months is about **16,000-20,000 cfs**

FOR WATERFIX:

- All exports from the new intakes count as zero for export calculation
- D-1641 compliance point for calculating Sacramento River inflow moved

“For the PA [proposed action, i.e., California WaterFix], Reclamation and DWR propose that the NDD be excluded from the E/I ratio calculation. In other words, Sacramento River inflow is defined as flows downstream of the NDD and only south Delta exports are included for the export component of the criteria.”

All of the modeling submitted by DWR to this Council that purports to show that WaterFix “complies with D-1641” shows only that it purports to comply with D-1641 as DWF has **unilaterally re-defined** the E/I Ratio.

Mr. Brodsky: It's a yes or no question. You're changing the location of where the flow of the Sacramento River is measured to calculate the export-inflow ratio; yes or no?

Witness Pierre: That's correct

Mr. Brodsky: So for purposes of the CALSIMS modeling that was presented to the Board, you took the measurement of Sacramento River flow at a point different from Freeport; isn't that correct?

Witness Pierre: Yes, that's what's being proposed in this criteria, and that's how it was also modeled.

WaterFix does not
comply with Policy ER
P1 and there is *no*
evidence in the record to
show that it does comply.

WATERFIX VIOLATES DELTA PLAN POLICY WR P1

WR P1 “is the very
core of the Delta Plan”

(Delta Stewardship Council
argument in Delta Stewardship
Council Cases, JCCP 4785)

DELTA PLAN POLICY WR P1 PROHIBITS WATER EXPORT ACTIVITY IF:

- ① Water supplier has failed to include in their 2015 water management plan “expected outcome for measurable reduction in Delta reliance”.
- ② Failure of #1 has significantly caused the need for the export activity.
- ③ The export activity would have a significant adverse environmental impact in the Delta.