### Proposed DPC Comments

#### 1. Impacts/Significance to DPC

- **Proposed DPC Economic Sustainability Plan or other Program**

  - The proposed impacts to the Delta ecosystem due to the construction of the proposed project will result in long-term reduction of recreational opportunities. The recreation facilities will be converted into boating recreational facilities when construction is completed.

  - **Proposed Mitigation Measures**
    - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or underground or subsequently reduced.
    - The Delta Investment Fund can act as a depository for distribution of compensation funds.
    - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed mitigation measures will reduce visual impacts on Delta scenic vistas. Construction noise should be limited to working hours, 8am-5pm during the week (Monday to Friday) to reduce impact on recreation and residents. Consider that for 8 years a public amenity will be all but unusable due to noise and visual impacts. The Delta Investment Fund can act as a depository for distribution of compensation funds.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

#### 2. Impacts to Clarkbridge Boat Ramp (Yolo County)

- **Proposed DPC Economic Sustainability Plan or other Program**

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

- **Proposed Mitigation Measures**

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

#### Proposed Mitigation Measures

- **Proposed Economic Sustainability Plan or other Program**

  - The proposed impacts to the Delta ecosystem due to the construction of the proposed project will result in long-term reduction of recreational opportunities. The recreation facilities will be converted into boating recreational facilities when construction is completed.

  - **Proposed Mitigation Measures**
    - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.
    - The Delta Investment Fund can act as a depository for distribution of compensation funds.
    - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed mitigation measures will reduce visual impacts on Delta scenic vistas. Construction noise should be limited to working hours, 8am-5pm during the week (Monday to Friday) to reduce impact on recreation and residents. Consider that for 8 years a public amenity will be all but unusable due to noise and visual impacts. The Delta Investment Fund can act as a depository for distribution of compensation funds.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

#### Proposed Mitigation Measures

- **Proposed Economic Sustainability Plan or other Program**

  - The proposed impacts to the Delta ecosystem due to the construction of the proposed project will result in long-term reduction of recreational opportunities. The recreation facilities will be converted into boating recreational facilities when construction is completed.

  - **Proposed Mitigation Measures**
    - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.
    - The Delta Investment Fund can act as a depository for distribution of compensation funds.
    - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed mitigation measures will reduce visual impacts on Delta scenic vistas. Construction noise should be limited to working hours, 8am-5pm during the week (Monday to Friday) to reduce impact on recreation and residents. Consider that for 8 years a public amenity will be all but unusable due to noise and visual impacts. The Delta Investment Fund can act as a depository for distribution of compensation funds.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

#### Proposed Mitigation Measures

- **Proposed Economic Sustainability Plan or other Program**

  - The proposed impacts to the Delta ecosystem due to the construction of the proposed project will result in long-term reduction of recreational opportunities. The recreation facilities will be converted into boating recreational facilities when construction is completed.

  - **Proposed Mitigation Measures**
    - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.
    - The Delta Investment Fund can act as a depository for distribution of compensation funds.
    - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed mitigation measures will reduce visual impacts on Delta scenic vistas. Construction noise should be limited to working hours, 8am-5pm during the week (Monday to Friday) to reduce impact on recreation and residents. Consider that for 8 years a public amenity will be all but unusable due to noise and visual impacts. The Delta Investment Fund can act as a depository for distribution of compensation funds.

  - The proposed permanent 280K transmission line will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.

  - The proposed project will be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or subsequently reduced.
1. Construction of the proposed water conveyance facilities would reduce the amount of area available for wildlife viewing at Cosumnes River Preserve and result in substantial long-term reduction of recreation opportunities and experience. Given that recreation is a significant component of the Delta economy, impacts to recreation opportunities should be addressed prior to construction period.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Cosumnes River Preserve, Page 15-207; Page 15-298; Line 1-18

2. Recreational use is within the construction noise threshold for BDCP-related construction, and should be compensated for the projected economic disruption to their business.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 26-27

3. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 27-28

4. Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 31-32

5. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 31-32

6. Recreational use is within the construction noise threshold for BDCP-related construction, and should be compensated for the projected economic disruption to their business.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 26-27

7. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 27-28

8. Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 31-32

9. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 26-27

10. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 27-28

11. Recreational use is within the construction noise threshold for BDCP-related construction, and should be compensated for the projected economic disruption to their business.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 26-27

12. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 27-28

13. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 31-32

14. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 26-27

15. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 27-28

16. Recreation opportunities should be maintained for the construction of the tunnels. The project proponents state that Wimpy’s Marina is within the noise and visual disturbance threshold, and construction noise and visual impacts are expected.

Chapter 35, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experience as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy’s Marina, Page 15-208; Line 31-32
14 **During tunnel construction, Bulfrog Marina users would be disturbed by noise and visual disruptions related to the construction activities. Anglers on the river between the marina and the construction area would experience noise and visual disturbances from construction.**


**Recreation P1, P3, P14, P15, P20, Natural Resources P2, P5, P7, P8**


In addition, Cruzer Haven Marina is located on Pinal Tract along Old River across from the safe haven work area on Bacon Island and should also be considered for impacts to marinas and recreation similar to Bulfrog Landing Marina. A mitigation measure should be added to establish a "Delta Compensation Fund" funded by the project proponent and administered by an impartial and independent third party, with funding sufficient to address unprecedented impacts created by completion of the BDCP Construction Measures. (Especially the construction of the tunnels) placed into an escrow account. The administrator of the Delta Compensation Fund would make payments directly to affected parties. This would both provide an impartial means of addressing negative impacts and a prompt method to compensate those affected.

The magnitude of the BDCP construction project will have economic impacts that few marinas may be able to weather. Given that even the short-term construction impacts are predicted to last for 4 years and the BDCP predictions regarding noise impacts, many marinas may not survive. Economic impacts to marinas should be quantified and business owners should be compensated for impacts to their business. Angler fishing holes should be identified, especially non-daytime fishing holes, and their view corridors should be protected to the best extent possible, by maintaining vegetation and even screening construction and glare from work lights.

15 **Recreational visitors to Clifton Court forebay will experience a long-term reduction of recreational opportunities and experiences as a result of the proposed water conveyance facilities.**


**Recreation P1, P3, P4, P9, Natural Resources P2, P7, P8**


There are inconsistencies in the mitigation measures. The proponent proposes to provide "formal" fishing access sites prior to the construction of the intakes to compensate for the "informal" fish access sites. However, three of the four proposed locations will be directly impacted by the construction of the intakes. For example, the Clarkburg Fishing Access site that the proponent proposes to enhance is directly across the Sacramento River from a proposed intake. Also, the Georgia Slough Fishing Access site enhancements may be compromised by noise and visual disturbances due to its close vicinity to the construction of a proposed tunnel shaft. Also, enhancements at Clifton Court Forebay (CCF) will also be compromised for seven years that CCF will be expanded (see page 15-258, Lines 10-16). Enhancements at CCF may be possible since this site is not impacted by the conveyance construction; however, this site is not listed on the Recreation Facilities maps: figure M15-3 (sheets 3-7), and it should be. Any enhancements at these three Fishing Access sites (Clarkburg, Georgia Slough and CCF) Fishing Access sites should be enhanced and upgraded once the conveyance construction is completed, given that these three sites are rendered unusable during the construction period.

16 **To compensate for impacts to informal fish access sites, proponent proposes to enhance formal fish access sites. However, three of the four sites that proponent proposes to enhance will be directly impacted and rendered less than usable due to the construction.**


**Recreation P1, P3, P4, P9, Natural Resources P2, P7, P8**


There are inconsistencies in the mitigation measures. The proponent proposes to provide "formal" fishing access sites prior to the construction of the intakes to compensate for the "informal" fish access sites. However, three of the four proposed locations will be directly impacted by the construction of the intakes. For example, the Clarksburg Fishing Access site that the proponent proposes to enhance is directly across the Sacramento River from a proposed intake. Also, the Georgia Slough Fishing Access site enhancements may be compromised by noise and visual disturbances due to its close vicinity to the construction of a proposed tunnel shaft. Also, enhancements at Clifton Court Forebay (CCF) will also be compromised for seven years that CCF will be expanded (see page 15-258, Lines 10-16). Enhancements at CCF may be possible since this site is not impacted by the conveyance construction; however, this site is not listed on the Recreation Facilities maps: figure M15-3 (sheets 3-7), and it should be. Any enhancements at these three Fishing Access sites (Clarkburg, Georgia Slough and CCF) Fishing Access sites should be enhanced and upgraded once the conveyance construction is completed, given that these three sites are rendered unusable during the construction period.

17 **In order to accommodate transmission lines and access routes, tree and shrub removal is proposed in addition to pruning. The removal of vegetation may have an impact on recreational opportunities.**

Chapter 15, Mitigation-Measure AES-1a: Locate New Infrastructure P1,P3,P6,P7; Natural Resources P1,P2; Agriculture P2, P3, P9; Natural Resources P2, P5, P7, P8


All proposed tree and shrub removal should be reviewed and the line of sight should be analyzed prior to assess visual impacts.

A stakeholder group (consisting of recreational users) should be convened to review the vegetation removal and prunings plan to assess impacts to recreational boating and fishing, and make recommendations on how to reduce impacts to user groups. In addition, new fishing facilities should be provided if there are substantial impacts to fishing. Boating and fishing stakeholders should also be informed of the new facilities and times of operation.

18 **Construction activity that is not screened will have visual and noise impacts to visitors and recreational users.**


**Infrastructure P1**


A stakeholder group (recreational users) should be convened to review the proposed plans and location for construction screens, to assess if screens provide an adequate amount of coverage from construction work.
<table>
<thead>
<tr>
<th>#</th>
<th>Impacts/Significance to DPC</th>
<th>BDCP or EI/EF Reference</th>
<th>Related DPC LURMP Policy</th>
<th>Related DPC Ecosystems Sustainability Plan or other Program</th>
<th>Proposed Modifications to Project Conservation Measures</th>
<th>Proposed Modifications to Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>There are large surface areas along the BDCP tunnel alignment that are being proposed to store spoils and borrow materials. Most of these surface areas are currently being used for agricultural purposes. Reusable Tunnel Material areas should not be located on agricultural land of high value or privately owned agricultural land.</td>
<td>Chapter 15, Mitigation Measure AES-1c: Develop and Implement a Spoil/Borrow and Reusable Tunnel Material Area Management Plan, Page 15-264, Line 10-13; Page 15-273, Line 10-11; Page 15-284, Line 10-11; Page 15-288, Line 14-17.</td>
<td>Agriculture FL P3, P4, P5, P7, P9</td>
<td>ESP, page 274. Recommendations for the Ecosystems Sustainability of Agriculture, 1. Maintain and enhance the value of Delta agriculture; 2. Limit the loss of highly productive farmland to urbanization, habitat, and flooding to the greatest practical extent</td>
<td>All management plans should be reviewed by a stakeholder group consisting of agriculture and recreational interests to ensure that the spoil/borrow material removal and transport does not impact agricultural operations and recreational activities, or at minimum to involve stakeholders who can provide input on how the transfer of spoil materials can be conducted while sustaining agriculture and recreational economies. Reusable Tunnel Material Areas should refrain from converting agricultural land to non-agriculturally-oriented uses. If this is to occur, project proponents should ensure that conversion of agriculturally-oriented land happens on public land rather than on land in private ownership. Conversion of agricultural land should occur first where productivity and agricultural values are the lowest.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Barges are proposed to transfer large amounts of spoil and borrow materials. In some cases barges will transfer materials on waterways from island to island. Barge traffic could impact recreational boating and fishing activities, unloading facilities will need to be constructed and later decommissioned when project is complete.</td>
<td>Chapter 15, Mitigation Measure AES-1g: Restore Barge Unloading Facility Sites Once Decommissioned, Page 15-264, Line 15-264, Line 14-16; Page 15-273, Line 14-16, Page 15-284, Line 14-16; Page 15-288, Line 18-20.</td>
<td>Agriculture FL P3, P4, P7, P9, Natural Resources P2, P7, P8</td>
<td>Consider converting barge unloading facilities into recreational amenities, such as boating facilities, once construction is completed.</td>
<td>The path of travel and times for the barges should be scheduled and coordinated with a recreation stakeholder group to ensure that large activities have the least possible impact on recreational travel and economies. Barge unloading facilities should be designed with adaptive reuse in mind, to be converted to recreational boating and fishing purposes when construction is complete.</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Water intake facilities are industrial-type structures proposed in an agricultural setting with surrounding legacy communities. The exterior design of the water conveyance facilities has the potential to deteriorate scenic river views for residents and visitors. Part of preserving the historic quality of the Delta is also preserving the cultural landscape of the Delta. Recreational boating is a significant part of the Delta economy and scenic views are one of the reasons visitors come to the Delta.</td>
<td>Chapter 15, Mitigation Measure AES-5d: Restore Barge Unloading Facility Sites Once Decommissioned, Page 15-264, Line 15-264, Line 14-16; Page 15-273, Line 17-20; Page 15-284, Line 12-15; Page 15-288, Line 21-24.</td>
<td>Agriculture FL P3, P4, P7, P9, Natural Resources P2, P7, P8</td>
<td>The pumping intake stations will introduce an &quot;industrial&quot; quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and light (lighting related to these facilities will change the setting of the existing Legacy Communities. Together, these features will reduce the Delta-as-Rice character and the value of the Delta as a tourism destination (ESP, page 191); ESP, Overarching Implementation Strategies for Legacy Communities (page 240): Historic Preservation - Legacy Communities offer a unique sense of place and history that should be preserved for future generations. However, as structures age and communities decline, reinvestment and new investment in real state assets is critical to economic sustainability. Development projects that are consistent with the existing community fabric should be encouraged, particularly as a strategy to retain and recruit business in the Legacy Communities.</td>
<td>The three water intake facilities proposed for Alternative 4 will have a permanent impact on the scenic and visual quality of the Sacramento River from Clarksburg, Hood and Courtland. The three water intake facilities are industrial-type facilities in an agricultural setting. The design and siting for the water intake facilities should consider its surrounding context and the architectural aesthetics of the adjacent legacy communities of Clarksburg, Hood and Courtland. The exterior of all water intake facilities should be designed to the appropriate scale, massing and proportions and should be set back from views and river views. The exterior should incorporate appropriate architectural exterior materials, finishes and treatments. The exterior design of the Freport water intake should be used as an example of the quality exterior expected.</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Concrete batch plants and fuel stations will be a fixed structure for the construction period (9 years and potentially longer). During this period batch plants and fuel stations will have an impact on Delta visual and scenic views. Construction of concrete batch plants and fuel stations are proposed as part of the water conveyance project, and could potentially be situated in the line of sight for recreational boating and fishing users. Once facilities are removed riparian areas may need to be restored to original delta. Presently, riparian areas are the lowest.</td>
<td>Chapter 15, Mitigation Measure AES-1f: Locate Concrete Batch Plant and Fuel Stations Away from Sensitve Visual Resources and Receptors and Receptors Sites upon Removal of Facilities, Page 15-264, Line 21-24; Page 15-273, Page 15-284, Line 16-19; Page 15-289, Line 25-28.</td>
<td>Infrastructure FL P1, P2, P3, P9, Natural Resources P1, P6, P9</td>
<td>The pumping intake stations will introduce an &quot;industrial&quot; quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and light (lighting related to these facilities will change the setting of the existing Legacy Communities. Together, these features will reduce the Delta-as-Rice character and the value of the Delta as a tourism destination (ESP, page 191); ESP, Overarching Implementation Strategies for Legacy Communities (page 240): Historic Preservation - Legacy Communities offer a unique sense of place and history that should be preserved for future generations. However, as structures age and communities decline, reinvestment and new investment in real state assets is critical to economic sustainability. Development projects that are consistent with the existing community fabric should be encouraged, particularly as a strategy to retain and recruit business in the Legacy Communities.</td>
<td>Construction of concrete batch plants and fuel stations should be used to reduce the visual impacts on residents and tourism/tourism economies. A stakeholder group (comprised of residents and recreation users) should determine if batch plant and fuel station siting and appearance have significant visual impacts to warrant vegetative screening or building facade enhancements. If so, proposed temporary structures should be reviewed from view; if not feasible, construction-related structures should be designed to simulate existing Delta architectural building types and vernacular architecture. After construction period ends, building sites should be restored to their original conditions. When feasible, buildings should be considered for adaptive reuse into recreational facilities. Batch plants and fuel stations will have impacts on the riparian area of views and impact to recreational fishing. Recreational and habitat stakeholder group should review landscaping plans to provide input on how to reduce impacts to recreation and habitat restoration.</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Project proponents propose to remove vegetation that is in conflict with construction footprint and proposes the implementation of a post-construction landscape plan to restore vegetation, habitat, and viewsheds.</td>
<td>Chapter 15, Mitigation Measure AES-1g: Implement Best Management Practices to Implement Project Landscaping Plan, Page 15-264, Line 15-26.</td>
<td>Recreation FL P3, P4, P7, P9, Infrastructure FL P1, P3, P9, Agriculture FL P3, P9, Natural Resources P2, P7, P8</td>
<td>Recreational and habitat stakeholder group should review landscaping plan to provide input on how to reduce impacts to recreation and habitat restoration.</td>
<td>Best management practices related to new landscaping or vegetation restoration should take into account the impacts on residents, recreational and tourism economies, including fishing. Any landscape plan should be reviewed by a stakeholder group comprised of recreation users and local stakeholders.</td>
<td></td>
</tr>
</tbody>
</table>
DPC Comments on Proposed BDCP and EIR/S

# Impact/Significance to DPC

## Project proposals to limit construction to daylight hours within a 2/4 mile of residents.

### Chapter 15, Mitigation Measure

**AES-4a:** Limit Construction to Daylight Hours within 0.25-Mile of Residents, Page 15-164, Line 20-32.

Fugitive lights from trucks traveling to construction sites at night have the potential to disturb Delta residents in addition to recreational and tourism economies, including fishing and boating.

### Chapter 15, Mitigation Measure

**AES-4b:** Minimize Fugitive Light from Portable Sources Used for Construction, Page 15-265, Line 1-4; Page 15-284, Line 24-27; Page 15-289, Line 15-30.

The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento–River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191; LURMP, Utilities Policy Page 32; Utilities shall consult with communities early in the planning process for the purpose of creating an appropriate buffer from residences, schools, churches, public facilities, and inhabited marinas.

### Project proposals to limit construction to daylight hours within a 1/4 mile of residents.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

**TRANS-1a:** Implement Site-Specific Construction Traffic Management Plan to address increased construction traffic impacts. This plan will mitigate for traffic impacts on roadways and waterways. Increased truck traffic will impact Delta residents in addition to agricultural and recreational/tourism economies. Delta residents and recreation users, including recreational boaters and marine owners, should have input on the Traffic Management Plan to ensure that traffic impacts are mitigated. Attenuation Devices will be used to reduce noise generated from pile driving and other construction related underwater noise.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

**AES-4b:** Minimize Fugitive Light from Portable Sources Used for Construction, Page 15-265, Line 1-4; Page 15-284, Line 24-27; Page 15-289, Line 15-30.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

**TRANS-1a:** Implement Site-Specific Construction Traffic Management Plan to address increased construction traffic impacts. This plan will mitigate for traffic impacts on roadways and waterways. Increased truck traffic will impact Delta residents in addition to agricultural and recreational/tourism economies. Delta residents and recreation users, including recreational boaters and marine owners, should have input on the Traffic Management Plan to ensure that traffic impacts are mitigated. Attenuation Devices will be used to reduce noise generated from pile driving and other construction related underwater noise.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

**AES-4b:** Minimize Fugitive Light from Portable Sources Used for Construction, Page 15-265, Line 1-4; Page 15-284, Line 24-27; Page 15-289, Line 15-30.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

**TRANS-1a:** Implement Site-Specific Construction Traffic Management Plan to address increased construction traffic impacts. This plan will mitigate for traffic impacts on roadways and waterways. Increased truck traffic will impact Delta residents in addition to agricultural and recreational/tourism economies. Delta residents and recreation users, including recreational boaters and marine owners, should have input on the Traffic Management Plan to ensure that traffic impacts are mitigated. Attenuation Devices will be used to reduce noise generated from pile driving and other construction related underwater noise.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

**AES-4b:** Minimize Fugitive Light from Portable Sources Used for Construction, Page 15-265, Line 1-4; Page 15-284, Line 24-27; Page 15-289, Line 15-30.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

**TRANS-1a:** Implement Site-Specific Construction Traffic Management Plan to address increased construction traffic impacts. This plan will mitigate for traffic impacts on roadways and waterways. Increased truck traffic will impact Delta residents in addition to agricultural and recreational/tourism economies. Delta residents and recreation users, including recreational boaters and marine owners, should have input on the Traffic Management Plan to ensure that traffic impacts are mitigated. Attenuation Devices will be used to reduce noise generated from pile driving and other construction related underwater noise.

### Chapter 15, Mitigation Measure


### Chapter 15, Mitigation Measure

31 A complaint/response tracking system is being proposed to receive complaints from recreational boating and fishing users.

Chapter 15, Mitigation Measure #5-1b: Prior to Construction, the proponent must establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator. A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

The pumping intake stations will introduce an “industrial” quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and light pollution will change the setting of the existing Legacy Communities. Together these features will reduce the Delta as Place character and the value of the Delta as a tourism destination (ESP, page 191). A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

32 Construction noise impacts will include impact pile driving which will disrupt residents as well as recreational and fishing users.

Chapter 15, Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 11-14

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

The pumping intake stations will introduce an “industrial” quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and light pollution will change the setting of the existing Legacy Communities. Together these features will reduce the Delta as Place character and the value of the Delta as a tourism destination (ESP, page 191).

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

33 There will be a reduction in navigation opportunities for recreational boating as a result of constructing proposed water conveyance facilities. Alternative 4 depicts an operate barge at Old River, per Figure M-4, Shown 15 of 15.

Chapter 15, Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

The pumping intake stations will introduce an “industrial” quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and light pollution will change the setting of the existing Legacy Communities. Together these features will reduce the Delta as Place character and the value of the Delta as a tourism destination (ESP, page 191).

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

34 Construction of Alternative 4 would lead to obstructions and associated boat traffic delays. Intake construction would involve installation of cofferdams in waterways, the use of barges, large mounted cranes, or other large waterborne equipment, including barge unloading facilities, and cofferdams that would affect navigation for recreation users. This will make the Delta a less desirable place for recreational boating, fishing and water activities.

Chapter 15, Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

The pumping intake stations will introduce an “industrial” quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and light pollution will change the setting of the existing Legacy Communities. Together these features will reduce the Delta as Place character and the value of the Delta as a tourism destination (ESP, page 191).

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

35 Cofferdams would be constructed within the river channel at intake locations. Cofferdams would range from 740-2440 feet in length and extend into the river up to 120 feet depending on location. The river is approximately 500 feet across at intake sites, which would leave approximately 380-580 feet open for boat passage.

Chapter 15, Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

The pumping intake stations will introduce an “industrial” quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and light pollution will change the setting of the existing Legacy Communities. Together these features will reduce the Delta as Place character and the value of the Delta as a tourism destination (ESP, page 191).

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-205, Lines 27-28

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

36 Water-based recreational activities would be severely impacted at the vicinity of the intakes for the duration of construction period (up to 4 years at each intake location). At least 2 intakes will be constructed simultaneously. The project proponent should clarify how many of the intakes will be built simultaneously to understand the magnitude of construction impacts.

Chapter 15, Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-206, Lines 2-10

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

Restricted boat passage, including reduced speed zones, will cause reduced access and delays to boat passage at intake sites along the Sacramento River. Marina and boat launch sites north of the intakes will have reduced use since it will be easier to store/launch boats south of construction sites rather than travel through the construction zone which will have reduced speed and no-wake restrictions. Project proponents should compensate marinas and launch sites for loss of revenue streams during the construction period.

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-206, Lines 2-10

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

37 Construction of 2 siphons associated with Alternative 4 would result in temporary obstruction of boat passage and may cause boat traffic delays and navigation hazards to boaters. Boating is a significant component of the recreational economy in the Delta and marinas should be compensated for loss in revenue due to construction activities.

Chapter 15, Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-206, Lines 17-20

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

Restricted boat passage, including reduced speed zones, will cause reduced access and delays to boat passage at intake sites along the Sacramento River. Marina and boat launch sites north of the intakes will have reduced use since it will be easier to store/launch boats south of construction sites rather than travel through the construction zone which will have reduced speed and no-wake restrictions. Project proponents should compensate marinas and launch sites for loss of revenue streams during the construction period.

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-206, Lines 17-20

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.

Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-206, Lines 17-20

Navigation F12, Infrastructure F1, Agriculture F3, P9, Natural Resource F1, P8

A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial program coordinator.
<table>
<thead>
<tr>
<th>#</th>
<th>Impacts/Significance to DPC</th>
<th>BDCP or EIR/EIS Reference</th>
<th>Related DPC LURMP Policy</th>
<th>Related DPC Economies Sustainability Plan or other Program Recommendations</th>
<th>Proposed Modifications to Project Conservation Measures</th>
<th>Proposed Modifications to Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>Project proponents propose building 5 temporary barge unloading facilities at navigation structures near the tunnel alignment. Facilities would be used to transfer pipeline construction equipment and materials to and from construction sites.</td>
<td>IMPACT REC-1: Result in Long-Term Reduction of Recreational Fishing Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-270, Lines 10-45, and Page 15-267, Lines 1-4.</td>
<td>Recreation FL3, FL4, FL7, FL12, Infrastructure FL25, FL57, Agriculture P2, F3, P9, Natural Resources P2, P7, P8</td>
<td>The proposed project does not specify the size of the barge facilities at each of the 5 locations. For the Old River barge description, there is an indication that the barge facility is 2000 feet by 200 feet, but it is not specified. The size of all 5 barge facilities should be indicated to further assess full impacts on Delta waterways and navigation.</td>
<td>Given that recreation is a significant component of the Delta economy and marine infrastructure in the Delta is in need of infrastructure upgrades, any navigation facilities that are built should be designed for adaptive reuse as recreational facilities once construction is completed. Proposed Mitigation Measure TRANS-6a Traffic Management Plan should be reviewed by residents and recreation stakeholders (in particular recreational boating users and marina owners) to make recommendations on how to mitigate for traffic impacts, including barge routes and barge schedules. Given that the proposed barge schedule runs from June 1-October 31 during the high season for boating in the Delta, the barge schedule should be modified to Monday to Thursday from 6am to 5pm, as this would allow recreational boaters access to waterways for three days without barge traffic.</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Project will impact fishing activities in the Delta.</td>
<td>IMPACT REC-4: Result in Long-Term Reduction of Recreational Fishing Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-270, Lines 10-45.</td>
<td>Recreation FL3, FL4, FL7, FL12, Infrastructure FL25, FL57, Agriculture P2, F3, P9, Natural Resources P2, P7, P8</td>
<td>Alternative bank fishing sites should be proposed for enhanced and already are impacted by the construction project. New fishing access sites away from the construction areas should be proposed.</td>
<td>Project proponents should consider project impacts to subsistence fishing in the Delta. There needs to be a comprehensive study of subsistence fishing in the Delta to fully understand baseline conditions of subsistence fishing that will be impacted by Alternative 4 construction. Making enhancements at existing fishing access sites is not sufficient if there is little understanding of subsistence fishing activities. Also, there should be a comprehensive study of economic impacts to base habitat and tournaments.</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Project proponents propose alternative bank fishing sites to compensate for informal bank fishing along project stretch. However, several of the sites identified in the project proposal to enhance are located in vicinity of construction and already are impacted by the construction project. New fishing access sites away from the construction areas should be proposed.</td>
<td>Chapter 15, Mitigation Measure TRANS-2 Provide Alternative Bank Fishing Access Sites, Page 15-272, Line 20-24</td>
<td>Recreation FL3, FL4, FL7, FL12, Infrastructure FL25, FL57, Agriculture P2, F3, P9, Natural Resources P2, P52</td>
<td>The time schedule of pile driving and other underwater noise activities should be reviewed by a stakeholder body comprised of Delta recreation, boating, and fishing stakeholders to make suggestions on how construction impacts can be minimized by managing construction hours. Impact pile driving should be restricted to daylight work hours from Monday through Friday (7am-4pm) and prohibited on weekends in order to reduce noise impacts to residents and recreational boating and fishing users. If impact pile driving is utilized, every effort should be made to inform recreational boating and fishing users of the dates and times of noise impacts, through means of communication.</td>
<td>Project proponents should conduct a detailed study of informal fishing activities including subsistence and the results of the entire stretch of the project site, including area of water conveyance intakes to assess full impact to informal and subsistence fishing and to determine the level of displacement that will occur and how mitigation is necessary to eliminate the impact. In regards to the proposed enhancements of existing fishing sites, ensure that sites selected are not being impacted by construction activities, otherwise it does not compensate.</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Construction noise impacts will include impact pile driving which will disrupt recreational and fishing users, as well as residents.</td>
<td>EIR/EIR, Chapter 15, Mitigation Measure AQUA-1a Minimize the Use of Impact Pile Driving to Address Effects of Pile Driving and Other Construction-Related Underwater Noise, Page 15-272, Line 25-29, Page 15-288, Line 15-18</td>
<td>Recreation FL3, FL4, FL7, FL12, Infrastructure FL25, FL57, Agriculture P2, F3, P9, Natural Resources P2, P7, P8</td>
<td>The time schedule of pile driving and other underwater noise activities should be reviewed by a stakeholder body comprised of Delta recreation, boating, and fishing stakeholders to make suggestions on how construction impacts can be minimized by managing construction hours. Impact pile driving should be restricted to daylight work hours from Monday through Friday (7am-4pm) and prohibited on weekends in order to reduce noise impacts to residents and recreational boating and fishing users. If impact pile driving is utilized, every effort should be made to inform recreational boating and fishing users of the dates and times of noise impacts, through means of communication.</td>
<td>Pile driving and other construction-related underwater noise will have a negative impact on boating, fishing and water recreation. Underwater construction noise including pile driving should be scheduled when there will be the least impact to recreational activities. This would mean conducting these types of construction activities from 7am to 3pm Monday to Thursday and not conducting these type of activities from Friday through Sunday. This would allow recreational activities to resume during the weekend period, including Friday. This is especially important during summer and warm-weather months when recreational activities tend to occur. Recreational activities contribute to the Delta economy, so it is essential to ensure that construction impacts do not deter recreational users.</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>The driving and other construction-related underwater noise has the potential to impact fish species and recreational fishing near construction sites. Attenuation device would be used to reduce noise generated from pile driving and other construction-related underwater noise.</td>
<td>EIR/EIR, Chapter 15, Mitigation Measure AQUA-1b: Use an Attenuation Device to Reduce Effects of Pile Driving and Other Construction-Related Underwater Noise, Page 15-272, Line 20-30 and 33-34, Page 15-288, Line 10-23</td>
<td>Recreation FL3, FL4, FL7, FL12, Infrastructure FL25, FL57, Agriculture P2, F3, P9, Natural Resources P2, P7, P8</td>
<td>A stakeholder body comprised of Delta recreation, boating, and fishing stakeholders should be established to make suggestions on how construction impacts can be minimized. This would include reviewing the attenuation device to have a better understanding of how it will reduce pile driving and construction-related underwater noise.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>The driving and other construction-related underwater noise is a significant part of the Delta economic economic impacts to recreational boating and fishing should be heavily considered as they have an impact on the Delta economy including marinas, restaurants, boating supplies, bait shops, and fishing tournaments and festivals.</td>
<td>EIR/EIR, Chapter 15, Mitigation Measure TRANS-1a Traffic Management Plan should be reviewed by residents and recreation stakeholders (in particular recreational boating users and marina owners) to make recommendations on how to mitigate for traffic impacts, including barge routes and barge schedules. Given that the proposed barge schedule runs from June 1-October 31 during the high season for boating in the Delta, the barge schedule should be modified to Monday to Thursday from 6am to 5pm, as this would allow recreational boaters access to waterways for three days without barge traffic.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DPC Comments on Proposed BDCP and EIR/S**

boating and fishing users of the dates and times of noise impacts, through means of communication. The time schedule of pile driving and other underwater noise activities should be reviewed by a stakeholder body comprised of Delta recreation, boating, and fishing stakeholders to make suggestions on how construction impacts can be minimized by managing construction hours. Impact pile driving should be restricted to daylight work hours from Monday through Friday (7am-4pm) and prohibited on weekends in order to reduce noise impacts to residents and recreational boating and fishing users. If impact pile driving is utilized, every effort should be made to inform recreational boating and fishing users of the dates and times of noise impacts, through means of communication. File driving and other construction-related underwater noise will have a negative impact on boating, fishing and water recreation. Underwater construction noise including pile driving should be scheduled when there will be the least impact to recreational activities. This would mean conducting these types of construction activities from 7am to 3pm Monday to Thursday and not conducting these type of activities from Friday through Sunday. This would allow recreational activities to resume during the weekend period, including Friday. This is especially important during summer and warm-weather months when recreational activities tend to occur. Recreational activities contribute to the Delta economy, so it is essential to ensure that construction impacts do not deter recreational users. A stakeholder body comprised of Delta recreation, boating, and fishing stakeholders should be established to make suggestions on how construction impacts can be minimized. This would include reviewing the attenuation device to have a better understanding of how it will reduce pile driving and construction-related underwater noise.
## Impacts/Significance to DPC

<table>
<thead>
<tr>
<th>#</th>
<th>BCDF or ER/EI Reference</th>
<th>Related DPC LURMP Policy</th>
<th>Related DPC Economics Sustainability Plan or other Program Recommendations</th>
<th>Proposed Modifications to Project Conservation Measures</th>
<th>Proposed Modifications to Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>64</td>
<td>A stretch of Sacramento River would be subject to recreational-use restrictions during maintenance and repair of proposed water conveyance facilities (i.e., any fish screens, water intakes, pumping mechanisms). According to the BCDF Document and CEQA conclusion, these impacts are less than significant and do not require mitigation measures.</td>
<td>Impact REC-2: Result in Long-Term Reduction in Water-Based Recreation Opportunities as a Result of Maintenance of the Proposed Water Conveyance Facilities, Page 15-270, Lines 9-16</td>
<td>Recreational P2; P3, P9; Natural Resources P1, P7, P8</td>
<td>Safety protocols should be implemented during maintenance periods to allow for safe passage of recreational vessels and recreation water users to prevent conflicts with maintenance and repair work, even if only temporary. Also, signage should identify water conveyance facilities (i.e., fish screens, water intakes, pump mechanisms, gates) and links to recreational users (i.e., identifying changes in water flow, such as undertow currents for users on non-motorized vessels). Recreational river users will not know how to interact with these large water conveyance facilities and signage should be installed informing recreational users of how to interact with water conveyance facilities on the river.</td>
<td>Safety protocols should be implemented during maintenance periods to allow for safe passage of recreational vessels and recreation water users to prevent conflicts with maintenance and repair work, even if only temporary. Also, signage should identify water conveyance facilities (i.e., fish screens, water intakes, pump mechanisms, gates) and links to recreational users (i.e., identifying changes in water flow, such as undertow currents for users on non-motorized vessels). Recreational river users will not know how to interact with these large water conveyance facilities and signage should be installed informing recreational users of how to interact with water conveyance facilities on the river.</td>
</tr>
<tr>
<td>65</td>
<td>All water conveyance facilities should incorporate public, infrastructure upgrades at facility locations, which may include road upgrades (Class II and II &amp; bike land); recreational trails (Class I &amp; II bike lanes); water trail launch sites; bank fishing; observation points; visitor parking; rest stops and public bathrooms. Any maintenance of water conveyance facilities may impact recreation infrastructure during the maintenance period.</td>
<td>Impact REC-2: Result in Long-Term Reduction in Land-Based Recreation Opportunities as a Result of Maintenance of the Proposed Water Conveyance Facilities, Page 15-270-77, Line 18-42 and Line 1-6</td>
<td>Recreational P2,P3, P5, P12; Agriculture P2, P3, P5, Natural Resources P1, P7, P8</td>
<td>Safety protocols should be implemented during maintenance periods to reduce impacts to recreation facilities and recreational users at any water conveyance facility site.</td>
<td>Safety protocols should be implemented during maintenance periods to reduce impacts to recreation facilities and recreational users at any water conveyance facility site.</td>
</tr>
<tr>
<td>66</td>
<td>Solic-2, Construction of conveyance facilities would involve irreversible removal, overcovering, and inundation of topsoil over extensive areas, resulting in substantial loss of topsoil. This is of significance to the DPC as this loss could have negative impacts to Delta agriculture, habitat, recreation and other Delta land uses which the DPC strives to protect.</td>
<td>Loss of topsoil from excavation, overcovering, and inundation as a result of the construction of water conveyance facility. Construction Chapter 114, Page 10-90 and 10-91, Lines 10-35 and 13</td>
<td>UC-P-3, AG-P-1, AL-P-8, NR-P-1</td>
<td>The EIR should clarify what impact this loss of topsoil will have on Delta agriculture, habitat and recreation. Additionally, it should clarify if this could increase subsidence on Delta islands.</td>
<td>The topsoil management plan should incorporate mitigation for negative impacts to Delta agriculture, habitat, and recreation and other Delta land uses, and ensure that topsoil loss does not exacerbate soil subsidence.</td>
</tr>
<tr>
<td>67</td>
<td>U-0.3, Construction activities under alternative 6 would be located around Hood. A permanent power line and new road would be constructed through the Eastern section of the community, and construction and the long-term placement of intakes 3 and 5 would be built about 1/4 mile north and 1/2 mile south of the community. This is of significance to the DPC as it relates to the Delta as an Evolving Place. Due to unforeseen future conditions, not all Conservation Measures (especially the construction of the tunnels) placed sufficient to address deleterious impacts created by completion of the BDCP construction; A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial and independent third party, with funding sufficient to address deleterious impacts created by completion of the BDCP Construction. The Delta Compensation Fund should be used to compensate those affected. Safety protocols should be implemented during maintenance periods to</td>
<td>Loss could have negative impacts to Delta agriculture, habitat, recreation and other Delta land uses which the DPC strives to protect.</td>
<td>UC-1, NR-8, UF-1</td>
<td>As a staging area for construction (including of parking areas, offices, and more) would be established adjacent to Hood, direct community activities (restaurants for construction workers, etc.) to Hood so community members can realize the financial benefits. Ensure that development for Hood’s construction area will have long term sustainable, multi-beneficial uses; and ensure that topsoil loss does not exacerbate soil subsidence.</td>
<td>Conduct socioeconomic impacts assessment for the Town of Hood before, during, and after construction. Utilizing socioeconomic adaptive management, direct funding from Delta Investment Fund to mitigate for adverse impacts that the physical structures cause to Hood from changes in community demographics, real estate/businesses, employment and aesthetic quality of the community.</td>
</tr>
<tr>
<td>68</td>
<td>ACS-1, Alteration of existing visual quality/character from the construction of North Delta intake facilities along the Sacramento River Channel construction affiliated with the new 40 acre intermediate forebay north of Twin Cities Road and expansion of the Clifton Court Forebay, large scale spoil/borrow storage area near Clarksburg, and other sites including washable tunnel material areas, shaft sites, docks and barge traffic access roads, concrete batch plants and fuel stations, and the construction of the head of the Old River Operable Barrier. This is of significance to the DPC’s numerous program areas and policies which aim to enhance the Delta’s recreational and tourism economies, as these alterations will cause blight throughout the Delta’s landscape, making it less attractive for tourism/recreation.</td>
<td>Substantial alteration in visual quality or character during construction. Chapter 17, Page 17-138, Line 24-38</td>
<td>Delta Trail; ESP 12.4 (Bullet 2); Delta Plan DP-R12, DP-R3, DP-R-9</td>
<td>Consideration must be made in all improvements and mitigation to consider the Delta as an Evolving Place. Due to unforeseen future conditions, not all impacts can be predictable, and therefore adaptive management must be incorporated into socioeconomic improvements and mitigation.</td>
<td>Conduct socioeconomic impacts assessment for Clarksburg and the other communities impacted by construction before, during and after construction. Utilizing socioeconomic adaptive management, direct funding from Delta Investment Fund to mitigate for adverse impacts that the physical structures cause to Clarksburg and the other communities from changes in community demographics, real estate/businesses, employment and aesthetic quality of the community.</td>
</tr>
<tr>
<td>69</td>
<td>ACS-2, Intake structures, pumping plants, surge towers, large-scale spoil/borrow and spoil storage area, and recreation and aesthetic quality of the community.</td>
<td>Permanent effects on a Scenic Vista from Conveyance Facilities. Chapter 17, Page 17-138, Line 24-38</td>
<td>SR-P-3, LR-2</td>
<td>Develop an adaptive design plan.</td>
<td></td>
</tr>
</tbody>
</table>
**DPC Comments on Proposed BDCP and EIR/S**

<table>
<thead>
<tr>
<th>#</th>
<th>Impacts/Significance to DPC</th>
<th>BDCP or EIR/EIS Reference</th>
<th>Related DPC LURMP Policy</th>
<th>Related DPC Economics Sustainability Plan or other Program Recommendations</th>
<th>Proposed Modifications to Project Conservation Measures</th>
<th>Proposed Modifications to Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>AES-5, Permanent Damage to Scenic Resources along State Scenic Hwy 100 from Construction. This is of significance to the DPC, as the Delta Plan recommends the DPC-stipulated State Scenic Hwy 100 as a National Scenic Byway. Damage to such resources could weaken Highway 100's eligibility for this nomination. Additionally, such damage could eliminate potential future Delta Trail alignments making it difficult for the DPC to meet SB 1556, which mandated the DPC to develop a regional recreational trail system that crosses all five Delta counties and connects the San Francisco Bay Trails to planned and proposed Sacramento River Trail in Sacramento and Yolo Counties. In addition to hurting the Delta's recreation and tourism economy, this damage could negatively impact the Delta's sense of place that is held by local community members.</td>
<td>Permanent Damage to State Scenic Resources along a State Scenic Highway. Chapter 17, Page 17-197 Lines 9-13</td>
<td>Delta Trail, ESP 13.4 (Bullet 2); Delta Plan DP R-2, DP R-3, DP R-9</td>
<td></td>
<td></td>
<td>BDCP proponents should consult with Caltrans to ensure that Highway 100 remains in compliance with the State Scenic Highway Program, as Caltrans has authority under state law to revoke a scenic highway designation. If Highway 100 is delisted from the State Scenic Highway Program as a result of BDCP developments, then mitigation should ensure that local communities recover any economic losses from declines in tourism/recreation that result from the delisting. BDCP proponents should also consult with the U.S. Department of Transportation to ensure that any changes to the scenic resources of Highway 100 would not yield it ineligible for National Byway nomination. Proponents should also consult with the DPC about funding the construction of potential Delta Trail alignments that could help the DPC meet its mandate of developing a regional recreational trail system which connects the SF Bay Trail with the Sacramento River Trail, bypassing any BDCP-developed areas but still taking advantage of the remaining scenic, historical, and natural resources of the Delta which the Delta Trail was intended to connect with.</td>
</tr>
</tbody>
</table>

**AES-4, Development/construction would result in a new light source/glow which would adversely affect views. Facilities would also increase amount of nighttime lighting in the Delta. This is of significance to the DPC as such impacts could detract from the Delta's sense of place which could have negative impacts on the Delta's recreational and tourism economies, as well as the well-being of local Delta residents in the communities which the Delta Plan strives to protect.**

**AES-4**

**AES-3**, Permanent Damage to State Scenic Resources along a State Scenic Highway. Chapter 17, Page 17-197 Lines 9-13

**AES-2**, Development/construction would result in a new light source/glow which would adversely affect views. Facilities would also increase amount of nighttime lighting in the Delta. This is of significance to the DPC as such impacts could detract from the Delta's sense of place which could have negative impacts on the Delta's recreational and tourism economies, as well as the well-being of local Delta residents in the communities which the Delta Plan strives to protect.

**AES-4**, Development/construction would result in a new light source/glow which would adversely affect views. Facilities would also increase amount of nighttime lighting in the Delta. This is of significance to the DPC as such impacts could detract from the Delta's sense of place which could have negative impacts on the Delta's recreational and tourism economies, as well as the well-being of local Delta residents in the communities which the Delta Plan strives to protect.

**AES-4**, Development/construction would result in a new light source/glow which would adversely affect views. Facilities would also increase amount of nighttime lighting in the Delta. This is of significance to the DPC as such impacts could detract from the Delta's sense of place which could have negative impacts on the Delta's recreational and tourism economies, as well as the well-being of local Delta residents in the communities which the Delta Plan strives to protect.
DPC Comments on Proposed BDCP and EIR/S

# Impact/Significance to DPC | BDCP or EIR/EIS Reference | Related DPC LURMP Policy | Related DPC Ecosystems Sustainability Plan or other Program Recommendations | Proposed Modifications to Project Conservation Measures | Proposed Modifications to Mitigation Measures
---|---|---|---|---|---
69 | Tran-2, Construction would lead to further deterioration of roadway pavement conditions at 42 locations throughout study area. This is of significance to the DPC due to LURMP policies which intend to promote maintenance of Delta roadways for agricultural, commercial, recreational, and residential uses. | Chapter 19, Page 19-181, Lines 10-17 | AG-1, NR-8, UI-1, UI-5 | ESP 12-3 (Bullet 1 and 2), 12-4 (Bullet 1), Delta Trail; Delta Plan DP R2, DP R3, DP R9 | Project proponents should assess conditions of levees and levee roads to see if both can handle the increase in truck traffic with heavy loads and the increase in traffic frequency. Levees that are deficient should be upgraded to support heavy loads and increased frequency. This assessment should be done prior to the traffic management plan.
67 | Tran-3, Increase in safety hazards throughout Study Area, including emergency plans must be developed to ensure that local residents are not negatively impacted. | Chapter 19, Page 19-181, Lines 17-22 | AG-1, UI-1, UI-5 | Emergency Response; Delta Plan DP R2, DP R3 | Emergency plans must be developed to ensure that local residents are not negatively impacted by the interferences. This may include, but is not limited to the development of emergency evacuation routes with local training and guidance on emergency evacuation, the development of temporary local emergency support facilities (e.g., hospitals, fire stations, etc.), increased training for local residents on CPR, fire protection, emergency preparedness, etc., to minimize emergencies.
64 | Tran-10, Increased traffic volumes during Habitat Restoration construction and maintenance activities such as placement of fill material, levee construction, infrastructure construction and removal, vegetation planting and management, and levee maintenance throughout Delta for projects ODO-CME2. This is of significance to the DPC as such impacts could negatively impact agricultural operations, and recreational activities which the DPC strives to protect. | Chapter 19, Page 19-193, Line 5 11 | AG-1, NR-8, UI-1, UI-5 | Delta Plan DP R2, DP R3 | Delta recreation could also be negatively impacted. All affected roadways should be improved from preconstruction conditions following construction (not just returned to existing conditions as described in Mitigation Measure Trans-2). To the extent possible, consider DPC Resolution 02-12 which supports the incorporation of bicycle lanes as improvements are made to State Routes (4, 12 and 160) in the Delta to support the Delta Trail.
62 | AQ-10, Construction emissions would exceed Sacramento Air Quality Management District’s daily mean nitrogen oxide thresholds between 2016-2022. | Chapter 22, Page 22-120, Lines 22-27 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1
60 | AQ-3, Constructions emissions would exceed Sacramento Air Quality Management District’s daily mean nitrogen oxide thresholds between 2016-2022. | Chapter 22, Page 22-252, Line 21-29 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1
59 | AQ-11, Exposure of noise-sensitive land uses to noise from proposed construction activities such as pile driving at intake sites and construction of water conveyance facilities. | Chapter 22, Page 22-267, Lines 27-31 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1
58 | AQ-12, Increased traffic volumes during Habitat Restoration construction and maintenance activities such as placement of fill material, levee construction, infrastructure construction and removal, vegetation planting and management, and levee maintenance throughout Delta for projects ODO-CME2. This is of significance to the DPC as such impacts could negatively impact agricultural operations, and recreational activities which the DPC strives to protect. | Chapter 22, Page 22-280, Lines 5 11 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1 | UI-1
57 | NCH-1, Exposure of noise-sensitive land uses to noise from construction of water conveyance facilities. | Chapter 22, Page 22-120, Lines 22-27 | MB-8, RA-4, UI-1 | ESP 12-3 (Bullet 2); Delta Trail, Delta Plan DP R2 | Prior to construction, develop a noise management plan for public review in the affected areas, which ensures that noise is minimized geographically and temporally. Also incorporate mitigation for economic losses from decline in tourism/recreation that would result from noise pollution.
56 | NCH-2, Exposure of sensitive receptors to vibration and ground-borne noise from pile driving at intake sites and construction of water conveyance facilities. | Chapter 22, Page 22-120, Lines 22-27 | MB-8, RA-4, UI-1 | ESP 12-3 (Bullet 2); Delta Trail, Delta Plan DP R2 | Prior to construction, develop a noise management plan for public review in the affected areas, which ensures that noise is minimized geographically and temporally. Also incorporate mitigation for economic losses from decline in tourism/recreation that would result from noise pollution.
55 | NCH-4, Exposure to noise sensitive land uses to noise from restoration activities (Folsom Dam, Total Habitat Restoration, Floodplain Restoration, Channel Microin Habitat Enhancement, Riparian Habitat Restoration, and more) could impact residences within 1,200 feet of an active restoration work area during the day and 2,800 feet at night. | Chapter 22, Page 22-120, Lines 22-27 | MB-8, RA-4, UI-1 | ESP 12-3 (Bullet 2); Delta Trail, Delta Plan DP R2 | Prior to construction, develop a noise management plan for public review in the affected areas, which ensures that noise is minimized geographically and temporally. Also incorporate mitigation for economic losses from decline in tourism/recreation that would result from noise pollution.
<table>
<thead>
<tr>
<th>#</th>
<th>Impacts/Significance to DPC</th>
<th>BDCP or EIR/EIS Reference</th>
<th>Related DPC LURMP Policy</th>
<th>Related DPC Economic Sustainability Plan or other Program Recommendations</th>
<th>Proposed Modifications to Project Conservation Measures</th>
<th>Proposed Modifications to Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>CM2, CM4, CM5, CM6, and CM7 do not include sufficient access opportunities for recreational fishing to compensate for impacts to existing recreational fishing. In addition, CM2 proposes a boat inspection program that will limit boating access to Delta waterways to specific points of entry, hindering recreational boating access.</td>
<td>Chapter 16, page 16-22</td>
<td>ESP Chapter 9 (Infrastructure), Section 5.1</td>
<td>ESP Chapter 7 (Agriculture), section 6.1</td>
<td>The EIS/EIR does not make any attempt to quantify economic impacts from the Delta waterways to specific points of entry, hindering recreational boating access.</td>
<td>Impact REC-9: Result in Long-Term Reduction in Fishing Opportunities as a Result of Implementing Conservation Measure 2-21. Page 15-284-15-285</td>
</tr>
<tr>
<td>71</td>
<td>Delta recreation spending underestimated by $768 million in BDCP EIS/EIR, $132 million in DPC's Economic Sustainability Plan</td>
<td>Chapter 16, page 16-62</td>
<td>ESP Chapter 9 (Infrastructure), section 5.1</td>
<td>ESP Chapter 7 (Agriculture), section 2.4</td>
<td>The EIS/EIR makes a few notes about natural gas wellheads that affect hydrocarbons and water quality, but does not make a comprehensive attempt to quantify economic impacts from these two (2) areas. The primary zone of the Delta also serves as a critical infrastructure hub (transportation, energy, and water) for the regional economy.</td>
<td>Impact REC-10: Result in Long-Term Reduction in Fishing Opportunities as a Result of Implementing Conservation Measure 2-21. Page 15-284-15-285</td>
</tr>
<tr>
<td>74</td>
<td>Ag water quality and quantity impacts from proposed CM 1. Specifically, the BDCP states that these impacts remain significant and unavoidable after implementation of mitigation measures because (i) replacement water supplies associated with losses attributable to construction dewatering activities may not meet the present demand or planned land use demands of the affected party, and (ii) the feasibility and effectiveness of planned actions to reduce EC levels is uncertain.</td>
<td>Chapter 14, page 14-225, lines 12-25</td>
<td>Agriculture-P1, Water P1</td>
<td>ESP Chapter 7 (Agriculture), section 6.1</td>
<td>The DEIR/EIS does not make any attempt to quantify economic impacts from the Delta waterways to specific points of entry, hindering recreational boating access.</td>
<td>Impact REC-9: Result in Long-Term Reduction in Fishing Opportunities as a Result of Implementing Conservation Measure 2-21. Page 15-284-15-285</td>
</tr>
<tr>
<td>76</td>
<td>The DEIR/EIS describes agriculture and recreation as the key sector of the Delta economy and focuses its assessment of socio-economic impacts on these two (2) areas. The primary zone of the Delta also serves as a critical infrastructure hub (transportation, energy, and water) for the regional economy. The DEIR/EIS makes a few notes about natural gas wellheads that could be disrupted by the BDCP, but does not offer an adequate acknowledgement or assessment of socioeconomic impacts to other Delta infrastructure.</td>
<td>Chapter 16, page 16-4</td>
<td>ESP Chapter 9 (Infrastructure), section 5.1</td>
<td>ESP Chapter 7 (Agriculture), section 6.1</td>
<td>The DEIR/EIS does not make any attempt to quantify economic impacts from the Delta waterways to specific points of entry, hindering recreational boating access.</td>
<td>Impact REC-9: Result in Long-Term Reduction in Fishing Opportunities as a Result of Implementing Conservation Measure 2-21. Page 15-284-15-285</td>
</tr>
<tr>
<td>#</td>
<td>Impacts/Significance to DPC</td>
<td>BDCP or EIR/EIS Reference</td>
<td>Related DPC LURMP Policy</td>
<td>Related DPC Economic Sustainability Plan or other Program Recommendations</td>
<td>Proposed Modifications to Project Conservation Measures</td>
<td>Proposed Modifications to Mitigation Measures</td>
</tr>
<tr>
<td>----</td>
<td>--------------------------</td>
<td>---------------------------</td>
<td>-----------------------</td>
<td>-------------------------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>78</td>
<td>Increased mosquito populations due to habitat restoration and standing water would create a public nuisance impacting legacy communities and residents/visitors that may further spread to urban areas in the secondary zone. This potential public nuisance could have an effect on resident/stakeholder quality of life, recreational activities, and potentially have a negative impact on the Delta economy. Also there may be an increase in vector borne diseases as a result of implementing Conservation Measures CM2, CM7, CM46, and CM11.</td>
<td>Chapter 25, page 25-109, Lines 34-37; page 25-111, Lines 21-23; Chapter 25, page 25-123, Lines 34-37</td>
<td>NR-P20</td>
<td>Increase in mosquito populations could generate a decline in property values, diminishment of recreational areas and opportunities, and increased human discomfort creating both a nuisance and decreased economic sustainability of the Delta region. The increase in habitat restoration could breed mosquito populations causing both an increased risk of vector borne disease and reducing the quality of life for Delta residents by generating a public nuisance where residents and visitors will not want to be outdoors. This public nuisance effect will have a detrimental impact on legacy communities and their efforts to diversify the Delta economy through promoting recreation and agri-tourism.</td>
<td>Habitat restoration should be analyzed for the potential to increase mosquito populations and should be designed and managed to reduce nuisance impacts on residential communities.</td>
<td>BDCP should provide funding to Vector Control Districts to compensate for additional treatments needed to manage mosquito population increases as a result of BDCP actions. The Project proponent states that they will work with local Vector Control Districts, but there is no mention of compensation and the increased resources that the Districts will need to accomplish this role. The Districts will be responsible for covering increased land area and resources should be direct towards them to accomplish this task.</td>
</tr>
<tr>
<td>79</td>
<td>Expose substantially more people to transmission lines generating new sources of Electric Magnetic Fields (EMF) as a result of the construction and operation of the water conveyance.</td>
<td>Chapter 25, page 25-120, Lines 1-41.</td>
<td>Infrastructure-P1</td>
<td>In order to reduce public exposure to Electric Magnetic Fields, all permanent transmission lines should be undergrounded. Doing so will avoid public health exposure and eliminate visual impacts to the landscape. The proposed measure to increase the height of transmission towers to reduce public health exposure will increase the visual impacts to the Delta’s scenic vistas. The other proposed measure to widen the right of way for transmission lines to reduce public health exposure consumes more productive agricultural land.</td>
<td>In order to reduce public exposure to Electric Magnetic Fields, all permanent transmission lines should be undergrounded.</td>
<td>In order to reduce public exposure to Electric Magnetic Fields, all permanent transmission lines should be undergrounded. Doing so will avoid public health exposure and eliminate visual impacts to the landscape. The proposed measure to increase the height of transmission towers to reduce public health exposure will increase the visual impacts to the Delta’s scenic vistas. The other proposed measure to widen the right of way for transmission lines to reduce public health exposure consumes more productive agricultural land.</td>
</tr>
<tr>
<td>80</td>
<td>Substantial increase in recreationist’s exposure to pathogens as a result of implementing the restoration Conservation measures.</td>
<td>Chapter 25, page 25-123, Lines 5-26.</td>
<td>NR-P8</td>
<td>The DEIR/EES indicates there will be limited public access to ROAs due to exposure to pathogens; instead, there should be mitigation measures to minimize the risk of pathogen transmission. To the greatest extent possible, Restoration Opportunity Areas (ROAs) should be open to recreation and tourism.</td>
<td>The DEIR/EES indicates there will be limited public access to ROAs due to exposure to pathogens; instead, there should be mitigation measures to minimize the risk of pathogen transmission. To the greatest extent possible, Restoration Opportunity Areas (ROAs) should be open to recreation and tourism.</td>
<td>The DEIR/EES indicates there will be limited public access to ROAs due to exposure to pathogens; instead, there should be mitigation measures to minimize the risk of pathogen transmission. To the greatest extent possible, Restoration Opportunity Areas (ROAs) should be open to recreation and tourism.</td>
</tr>
</tbody>
</table>