Dear members of the SWRCB:

Never in the history of California has there been a project of this scale where ALL of the negative impacts fall on one region – the Delta – and that region receives NO benefits.

This is like Godzilla is storming into the Delta! Those of us who live in the north Delta at ground zero are extremely concerned about the impacts that these 3 water diversions will cause to our communities. The last EIR shows 50 "significant and unavoidable adverse impacts." I am including them as an attachment with my letter. The quaint, historic legacy towns of Clarksburg, Hood and Courtland are hardest hit in terms of being at risk regarding their health and safety and inability to continue to farm in the area.

Dressing it up as a "Fix" might sell in Southern California, but people in the Delta have no illusions about what it means for us. It means destruction to our farms, our economy, our communities and the beautiful estuary that sustains us.

Construction is supposed to happen 24 hours a day 5 days a week, with 5,400,000 piling strikes per each intake plus heavy equipment, muck ponds, constant heavy truck traffic, on our levees, and our wells dewatered. They say it will take 4 ½ years to build the intake closest to my home in Courtland. We are only a mile away on Lambert Road from the third intake – I don't see how it will be possible to live in my home during construction let alone breathe the air from all the pollution.

Above all we should be taking into account the wildlife species which I view daily driving along Lambert Road. To list a few I see beavers, otters, turtles, egrets, hawks, owls, and red-wing blackbirds. They too will be displaced which makes no sense. I guess as the water fix proponents would say it is just an unavoidable impact. The water fix needs to stop misrepresenting that they are protecting, and enhancing the eco-system when they are destroying it. I know my neighbor was told by a DWR representative recently that we in the Delta did not get it and should understand there are going to be winners and losers in this process.

This project is too big and too destructive. It should not be allowed to move forward. If you decide to approve these permits, at least require them to reduce the number of "significant and unavoidable adverse impacts" so that we can continue to live in our homes, or provide funds to relocate us during construction.

Sincerely,

Connie De Mars
P.O. Box 273, Courtland Ca, 95615

Table 31-1. Summary of Significant and Unavoidable Adverse Impacts

Alternative 4 Potential Impact	Impact Conclusions Before Mitigation	Proposed Mitigation	Impact Conclusion After Mitigation	
	CEQA		CEQA	NEPA
GW-1: During construction, deplete groundwater supplies or interfere with groundwater recharge, alter local groundwater levels, or reduce the production capacity of preexisting nearby wells	S	GW-1: Maintain water supplies in areas affected by construction dewatering	SU	A
GW-5: During operations of new facilities, interfere with agricultural drainage in the Delta	S	GW-5: Agricultural lands seepage minimization	SU	A
GW-6: Deplete groundwater supplies or interfere with groundwater recharge, alter local groundwater levels, reduce the production capacity of pre-existing nearby wells, or interfere with agricultural drainage as a result of implementing CM2–~~CM22~~CM21	S	GW-5: Agricultural lands seepage minimization	SU	A
GW-7: Degrade groundwater quality as a result of implementing CM2–~~CM22~~CM21	S	GW-7: Provide an alternate source of water	SU	A
GW-8: During operations, deplete groundwater supplies or interfere with groundwater recharge, alter groundwater levels, or reduce the production capacity of pre-existing nearby wells	S	No feasible mitigation to address this impact	SU	A
GW-9: Degrade groundwater quality	S	No feasible mitigation to address this impact	SU	A
~~WQ-5: Effects on bromide concentrations resulting from facilities operations and maintenance (CM1)~~	~~S~~	~~WQ-5: Avoid, minimize, or offset, as feasible, adverse water quality conditions~~	~~SU~~	~~A~~
~~WQ-7: Effects on chloride concentrations resulting from facilities operations and maintenance (CM1)~~	~~S~~	~~WQ-7: Following initial operations of CM1, conduct additional evaluation and modeling of chloride levels to determine feasibility of mitigation to reduce chloride levels~~ ~~WQ-7a: Conduct additional evaluation and modeling of increased chloride levels following initial operations of CM1.~~ ~~WQ-7b: Consult with Delta water purveyors to identify means to avoid, minimize, or offset for reduced seasonal availability of water that meets applicable water quality objectives~~ ~~WQ-7c:~~ ~~Mitigation Measure WQ-7d: Site and Design Restoration Sites and consult with CDFW/USFWS, and Suisun Marsh Stakeholders to Identify Potential Actions to Avoid or Reduce Chloride Consult with CDFW/USFWS, and Suisun Marsh stakeholders, to identify potential actions to avoid or minimize chloride level increases in the Marsh.~~	~~SU~~	~~A~~
WQ-11: Effects on electrical conductivity concentrations resulting from facilities operations and maintenance (CM1)	S	WQ-11: Avoid, minimize, or offset, as feasible, reduced water quality conditions WQ-11a: Design Restoration Sites to Reduce Effects on Compliance with the Fish and Wildlife EC Objective between Prisoners Point and Jersey Point, Evaluate Striped Bass Monitoring Data, and Consult with CDFW/USFWS/NMFS to Determine Whether Additional Actions are Warranted~~Conduct additional evaluation and modeling of increased EC levels following initial operations of CM1.~~ WQ-11b: Site and Design Restoration Sites and consult with CDFW/USFWS, and Suisun Marsh Stakeholders to Identify Potential Actions to Avoid or Reduce EC Level Increases in the Marsh~~Consult with CDFW/USFWS, and Suisun Marsh stakeholders, to identify potential actions to avoid or minimize EC level increases in the Marsh.~~ WQ-11c: Design Restoration Sites to Reduce Effects on Compliance with the Fish and Wildlife EC Objective between Prisoners Point and Jersey Point, Evaluate Striped Bass Monitoring Data, and Consult with CDFW/USFWS/NMFS to Determine Whether Additional Actions are Warranted WQ-11d: Site and Design Restoration Sites and consult with CDFW/USFWS, and Suisun Marsh Stakeholders to Identify Potential Actions to Avoid or Reduce EC Level Increases in the Marsh	SU	A
WQ-14: Effects on mercury concentrations resulting from implementation of CM2–~~CM22~~CM21	S	No available mitigation to address this impact	SU	A

Alternative 4 Potential Impact	Impact Conclusions Before Mitigation	Proposed Mitigation	Impact Conclusion After Mitigation	
	CEQA		CEQA	NEPA
~~WQ-18: Effects on organic carbon concentrations resulting from implementation of CM2–CM22~~CM21	~~S~~	~~WQ-18: Design wetland and riparian habitat features to minimize effects on municipal intakes~~	~~SU~~	~~A~~
~~WQ-22: Effects on pesticide concentrations resulting from implementation of CM2–CM22~~CM21	~~S~~	~~WQ-22: Implement principals of integrated pest management~~	~~SU~~	~~A~~
WQ-32: Effects on Microcystis Bloom Formation Resulting from Facilities Operations and Maintenance (CM1).	S	WQ-32a: Design Restoration Sites to Reduce Potential for Increased Microcystis Blooms WQ-32b: Investigate and Implement Operational Measures to Manage Water Residence Time	SU	A
WQ-33: Effects on Microcystis Bloom Formation Resulting from Other Conservation Measures (CM2–CM21).	S	No available mitigation to address this impact	SU	A
SOILS-2: Loss of topsoil from excavation, overcovering, and inundation as a result of constructing the proposed water conveyance facilities	S	SOILS-2a: Minimize extent of excavation and soil disturbance SOILS-2b: Salvage, stockpile, and replace topsoil and prepare a topsoil storage and handling plan	SU	A
SOILS-7: Loss of topsoil from excavation, overcovering, and inundation as a result of implementing the proposed conservation measures CM2–CM11	S	SOILS-2a: Minimize extent of excavation and soil disturbance SOILS-2b: Salvage, stockpile, and replace topsoil and prepare a topsoil storage and handling plan	SU	A
LU-3: Create physical structures adjacent to and through a portion of an existing community as a result of constructing the proposed water conveyance facility (CM1)	S	TRANS-1a: Implement site-specific construction traffic management plan TRANS-1b: Limit hours or amount of construction activity on congested roadway segments	SU	A
AG-1: Temporary conversion, short-term conversion, and permanent conversion of Important Farmland or of farmland under Williamson Act contracts or in Farmland Security Zones as a result of constructing the proposed water conveyance facility.	S	AG-1: Develop an Agricultural Lands Stewardship Plan (ALSP) to preserve agricultural productivity and mitigate for loss of Important Farmland and land subject to Williamson Act contracts or in Farmland Security Zones AG-1a: Promote agricultural productivity of Important Farmland to the extent feasible AG-1b: Minimize impacts on land subject to Williamson Act contracts or in Farmland Security Zones AG-1c: Consideration of an Optional Agricultural Land Stewardship Approach or Conventional Mitigation Approach	SU	A
AG-2: Other effects on agriculture as a result of constructing and operating the proposed water conveyance facility	S	AG-1: Develop an Agricultural Lands Stewardship Plan (ALSP) to maintain agricultural productivity and mitigate for loss of Important Farmland and land subject to Williamson Act contracts or in Farmland Security Zones GW-1: Maintain water supplies in areas affected by construction dewatering GW-6: Agricultural lands seepage minimization WQ-11: Avoid, minimize, or offset, as feasible, reduced water quality conditions	SU	A
AG-3: Temporary conversion, short-term conversion, and permanent conversion of Important Farmland or of land subject to Williamson Act contracts or in Farmland Security Zone as a result of implementing the proposed Conservation Measures 2-11, 13, 15, 16, 20, and 21	S	AG-1: Develop an Agricultural Lands Stewardship Plan (ALSP) to maintain agricultural productivity and mitigate for loss of Important Farmland and land subject to Williamson Act contracts or in Farmland Security Zones	SU	A
AG-4: Other effects on agriculture as a result of implementing the proposed Conservation Measures 2-11, 13, 15, 16, 20, and 21	S	AG-1: Develop an Agricultural Lands Stewardship Plan (ALSP) to maintain agricultural productivity and mitigate for loss of Important Farmland and land subject to Williamson Act contracts or in Farmland Security Zones GW-6: Agricultural lands seepage minimization	SU	A
REC-2: Result in long-term reduction of recreation opportunities and experiences as a result of constructing the proposed water conveyance facilities	S	REC-2: Provide alternative bank fishing access sites BIO-75: Conduct preconstruction nesting bird surveys and avoid disturbance of nesting birds AES-1a: Locate new transmission lines and access routes to minimize the removal of trees and shrubs and pruning needed to accommodate new transmission lines and underground transmission lines where feasible AES-1b: Install visual barriers between construction work areas and sensitive receptors ~~AES-1c: Develop and implement a spoil/borrow and reusable tunnel material area management plan~~AES-1c: Develop and Implement a Tunnel Work and Reusable Tunnel Material Area Management Plan AES-1d: Restore barge unloading facility sites once decommissioned AES-1e: Apply aesthetic design treatments to all structures to the extent feasible AES-1f: Locate concrete batch plants and fuel stations away from sensitive visual resources and receptors and restore sites upon removal of facilities	SU LTS (for impacts related to construction of the intakes)	A NA (for impacts related to construction of the intakes)

Alternative 4 Potential Impact	Impact Conclusions Before Mitigation	Proposed Mitigation	Impact Conclusion After Mitigation	
	CEQA		CEQA	NEPA
		AES-1g: Implement best management practices to implement project landscaping plan AES-4a: Limit construction to daylight hours within 0.25 mile of residents AES-4b: Minimize fugitive light from portable sources used for construction AES-4c: Install visual barriers along access routes, where necessary, to prevent light spill from truck headlights toward residences TRANS-1a: Implement site-specific construction traffic management plan TRANS-1b: Limit hours or amount of construction activity on congested roadway segments TRANS-1c: Make good faith efforts to enter into mitigation agreements to enhance capacity of congested roadway segments NOI-1a: Employ noise-reducing construction practices during construction NOI-1b: Prior to construction, initiate a complaint/response tracking program		
REC-3: Result in long-term reduction of recreational navigation opportunities as a result of constructing the proposed water conveyance facilities	S	TRANS-1a: Implement site-specific construction traffic management plan	SU	A
AES-1: Substantial alteration in existing visual quality or character during construction of conveyance facilities	S	AES-1a: Locate new transmission lines and access routes to minimize the removal of trees and shrubs and pruning needed to accommodate new transmission lines and underground transmission lines where feasible AES-1b: Install visual barriers between construction work areas and sensitive receptors ~~AES-1c: Develop and implement a spoil/borrow and reusable tunnel material area management plan~~AES-1c: Develop and Implement a Tunnel Work and Reusable Tunnel Material Area Management Plan AES-1d: Restore barge unloading facility sites once decommissioned AES-1e: Apply aesthetic design treatments to all structures to the extent feasible AES-1f: Locate concrete batch plants and fuel stations away from sensitive visual resources and receptors and restore sites upon removal of facilities AES-1g: Implement best management practices to implement project landscaping plan	SU	A
AES-2: Permanent effects on a scenic vista from presence of conveyance facilities.	S	AES-1a: Locate new transmission lines and access routes to minimize the removal of trees and shrubs and pruning needed to accommodate new transmission lines and underground transmission lines where feasible ~~AES-1c: Develop and implement a spoil/borrow and reusable tunnel material area management plan~~AES-1c: Develop and Implement a Tunnel Work and Reusable Tunnel Material Area Management Plan AES-1e: Apply aesthetic design treatments to all structures to the extent feasible	SU	A
AES-3: Permanent damage to scenic resources along a state scenic highway from construction of conveyance facilities	S	AES-1a: Locate new transmission lines and access routes to minimize the removal of trees and shrubs and pruning needed to accommodate new transmission lines and underground transmission lines where feasible ~~AES-1c: Develop and implement a spoil/borrow and reusable tunnel material area management plan~~AES-1c: Develop and Implement a Tunnel Work and Reusable Tunnel Material Area Management Plan AES-1e: Apply aesthetic design treatments to all structures to the extent feasible	SU	A
AES-4: Creation of a new source of light or glare that would adversely affect views in the area as a result of construction and operation of conveyance facilities.	S	AES-4a: Limit construction to daylight hours within 0.25 mile of residents AES-4b: Minimize fugitive light from portable sources used for construction AES-4c: Install visual barriers along access routes, where necessary, to prevent light spill from truck headlights toward residences	SU	A
AES-6: Substantial alteration in existing visual quality or character during construction of CM2–~~CM22~~CM21.	S	AES-1a: Locate new transmission lines and access routes to minimize the removal of trees and shrubs and pruning needed to accommodate new transmission lines and underground transmission lines where feasible AES-1b: Install visual barriers between construction work areas and sensitive receptors ~~AES-1c: Develop and implement a spoil/borrow and reusable tunnel material area management plan~~AES-1c: Develop and Implement a Tunnel Work and Reusable Tunnel Material Area Management Plan AES-1d: Restore barge unloading facility sites once decommissioned AES-1e: Apply aesthetic design treatments to all structures to the extent feasible AES-1f: Locate concrete batch plants and fuel stations away from sensitive visual resources and receptors and restore sites upon removal of facilities	SU	A

Alternative 4 Potential Impact	Impact Conclusions Before Mitigation	Proposed Mitigation	Impact Conclusion After Mitigation	
	CEQA		CEQA	NEPA
		AES-1g: Implement best management practices to implement project landscaping plan AES-4a: Limit construction to daylight hours within 0.25 mile of residents AES-4b: Minimize fugitive light from portable sources used for construction AES-4c: Install visual barriers along access routes, where necessary, to prevent light spill from truck headlights toward residences AES-6a: Underground new or relocated utility lines where feasible AES-6b: Develop and implement an afterhours low-intensity and lights off policy AES-6c: Implement a comprehensive visual resources management plan for the Delta and study area		
CUL-1: Effects on identified archaeological sites resulting from construction of conveyance facilities	S	CUL-1: Prepare a data recovery plan and perform data recovery excavations on the affected portion of the deposits of identified and significant archaeological sites	SU	A
CUL-2: Effects on archaeological sites to be identified through future inventory efforts	S	CUL-2: Conduct inventory, evaluation, and treatment of archaeological resources	SU	A
CUL-3: Effects on archaeological sites that may not be identified through inventory efforts	S	CUL-3: Implement an archaeological resources discovery plan, perform training of construction workers, and conduct construction monitoring	SU	A
CUL-4: Effects on buried human remains damaged during construction	S	CUL-4: Follow state and federal law governing human remains if such resources are discovered during construction	SU	A
CUL-5: Direct and indirect effects on eligible and potentially eligible historic architectural/built environment-resources resulting from construction activities	S	CUL-5: Consult with relevant parties, prepare and implement a built environment treatment plan	SU	A
CUL-6: Direct and indirect effects on unidentified and unevaluated historic architectural/built environment resources resulting from construction activities	S	CUL-6: Conduct a survey of inaccessible properties to assess eligibility, determine if these properties will be adversely impacted by the project, and develop treatment to resolve or mitigate adverse impacts	SU	A
CUL-7: Effects of other conservation measures on cultural resources	S	CUL-7: Conduct cultural resource studies and adopt cultural resource mitigation measures for cultural resource impacts associated with implementation of ~~conservation measures~~ CM2–CM212	SU	A
TRANS-1: Increased construction vehicle trips resulting in unacceptable LOS conditions	S	TRANS-1a: Implement site-specific construction traffic management plan TRANS-1b: Limit hours or amount of construction activity on congested roadway segments TRANS-1c: Make good faith efforts to enter into mitigation agreements to enhance capacity of congested roadway segments	SU[1]	A[1]
TRANS-2: Increased construction vehicle trips exacerbating unacceptable pavement conditions	S	TRANS-2a: Prohibit construction activity on physically deficient roadway segments TRANS-2b: Limit construction activity on physically deficient roadway segments TRANS-2c: Improve physical condition of affected roadway segments as stipulated in mitigation agreements or encroachment permits	SU[2]	A[2]
TRANS-3: Increase in safety hazards, including interference with emergency routes during construction	S	TRANS-1c: Make good faith efforts to enter into mitigation agreements to enhance capacity of congested roadway segments	SU[3]	A[3]

[1] Although TRANS-1a through TRANS-1c would reduce the severity of this impact/effect, the BDCP proponents are not solely responsible for the timing, nature, or complete funding of required improvements. If an improvement that is identified in any mitigation agreement(s) contemplated by Mitigation Measure TRANS-1c is not fully funded and constructed before the project's contribution to the impact/effect is made, a significant impact (CEQA), or an adverse effect (NEPA), in the form of unacceptable LOS would occur. Therefore, this impact/effect would be significant and unavoidable and adverse, respectively. If, however, all improvements required to avoid significant impacts and adverse effects prove to be feasible and any necessary agreements are completed before the project's contribution to the effect is made, impacts would be less than significant and effects would not be adverse.

[2] Although TRANS-1a through TRANS-1c would reduce the severity of this impact/effect, the BDCP proponents are not solely responsible for the timing, nature, or complete funding of required improvements. If an improvement that is identified in any mitigation agreement(s) contemplated by Mitigation Measure TRANS-1c is not fully funded and constructed before the project's contribution to the impact/effect is made, a significant impact (CEQA), or an adverse effect (NEPA), in the form of unacceptable pavement conditions would occur. Therefore, this impact/effect would be significant and unavoidable and adverse, respectively. If, however, all improvements required to avoid significant impacts and adverse effects prove to be feasible and any necessary agreements are completed before the project's contribution to the effect is made, impacts would be less than significant and effects would not be adverse.

[3] Mitigation Measure TRANS-1c will reduce the severity of this impact, the BDCP proponents cannot ensure that the improvements will be fully funded or constructed prior to the project's contribution to the impact. If an improvement identified in the mitigation agreement(s) is not fully funded and constructed before the project's contribution to the impact/effect is made, a significant impact (CEQA), or an adverse effect (NEPA) in the form of increased safety hazards would occur. Accordingly, this effect would be significant and unavoidable and adverse, respectively. If, however, all improvements required to avoid significant impacts prove to be feasible and any necessary agreements are completed before the project's contribution to the effect is made, impacts would be less than significant and effects would not be adverse.

Alternative 4 Potential Impact	Impact Conclusions Before Mitigation	Proposed Mitigation	Impact Conclusion After Mitigation	
	CEQA		CEQA	NEPA
TRANS-6: Disruption of transit service during construction.	S	TRANS-1a: Implement site-specific construction traffic management plan TRANS-1b: Limit hours or amount of construction activity on congested roadway segments TRANS-1c: Make good faith efforts to enter into mitigation agreements to enhance capacity of congested roadway segments	SU	A
~~TRANS-10: Increased traffic volumes during implementation of CM2–CM22~~CM21~~.~~	~~S~~	~~TRANS-1a: Implement site-specific construction traffic management plan~~ ~~TRANS-1b: Limit hours or amount of construction activity on congested roadway segments~~ ~~TRANS-1c: Make good faith efforts to enter into mitigation agreements to enhance capacity of congested roadway segments~~	~~SU~~[4]	~~A~~[4]
UT-6: Effects on regional or local utilities as a result of constructing the proposed water conveyance facilities.	S	UT-6a: Verify locations of utility infrastructure UT-6b: Relocate utility infrastructure in a way that avoids or minimizes any effect on operational reliability UT-6c: Relocate utility infrastructure in a way that avoids or minimizes any effect on worker and public health and safety	SU[5]	A[5]
UT-8: Effects on public services and utilities as a result of implementing the proposed CM2–CM11	S	UT-6a: Verify locations of utility infrastructure UT-6b: Relocate utility infrastructure in a way that avoids or minimizes any effect on operational reliability UT-6c: Relocate utility infrastructure in a way that avoids or minimizes any effect on worker and public health and safety	SU	NA
~~AQ-13: Exposure of Sensitive Receptors to Health Threats in Excess of BAAQMD's Health Risk Assessment Thresholds~~	~~S (cancer risk)~~	~~AQ-13: Relocate Sensitive Receptors to Avoid Excess Cancer Risk from Exposure to Diesel Particulate Matter~~	~~SU (cancer risk)~~[6]	~~A (cancer risk)~~
AQ-~~17~~23: Generation of cumulative greenhouse gas emissions from increased CVP pumping as a result of implementation of CM1	S	No feasible mitigation to address this impact	SU	A
AQ-~~18~~24: Generation of regional criteria pollutants from implementation of CM2–CM11	S	AQ-~~12~~48: Develop an Air Quality Mitigation Plan (AQMP) to ensure air district regulations and recommended mitigation are incorporated into future conservation measures and associated project activities.	SU	A
AQ-~~12~~79: Generation of cumulative greenhouse gas emissions from implementation of CM2–CM11	S	AQ-2418: Develop an Air Quality Mitigation Plan (AQMP) to ensure air district regulations and recommended mitigation are incorporated into future conservation measures and associated project activities. AQ-2719 Prepare a land use sequestration analysis to quantify and mitigate (as needed) GHG flux associated with conservation measures and associated project activities	SU	A
NOI-1: Exposure of noise-sensitive land uses to noise from construction of water conveyance facilities	S	NOI-1a: Employ noise-reducing construction practices during construction, NOI-1b: Prior to construction, initiate a complaint/response tracking program	SU	A
NOI-2: Exposure of sensitive receptors to vibration or groundborne noise from construction of water conveyance facilities	S	NOI-2: Employ vibration-reducing construction practices during construction of water conveyance facilities	SU	A
NOI-4: Exposure of noise-sensitive land uses to noise from implementation of proposed Conservation Measures 2-10	S	NOI-1a: Employ noise-reducing construction practices during construction NOI-1b: Prior to construction, initiate a complaint/response tracking program	SU	A
HAZ-8: Increased risk of bird – aircraft strikes during implementation of conservation components that create or improve wildlife habitat	S	HAZ-8: Consult with individual airports and USFWS, and relevant regulatory agencies	SU	A

~~[4] Although TRANS-1a through TRANS-1c would reduce the severity of this impact/effect, the BDCP proponents are not solely responsible for the timing, nature, or complete funding of required improvements. If an improvement that is identified in any mitigation agreement(s) contemplated by Mitigation Measure TRANS-1c is not fully funded and constructed before the project's contribution to the impact/effect is made, a significant impact (CEQA), or an adverse effect (NEPA), in the form of unacceptable roadway segment LOS would occur. Therefore, this impact/effect would be significant and unavoidable and adverse, respectively. If, however, all improvements required to avoid significant impacts and adverse effects prove to be feasible and any necessary agreements are completed before the project's contribution to the effect is made, impacts would be less than significant and effects would not be adverse.~~

[5] If coordination with all appropriate utility providers and local agencies to integrate with other construction projects and minimize disturbance to communities were successful under Mitigation Measure UT-6b, the impact would be less than significant (CEQA) and there would be no adverse effect (NEPA).

~~[6] The BDCP proponents cannot ensure that the affected landowner will accept DWR's offer for relocation assistance. If the landowner chooses not to accept DWR's offer of relocation assistance, a significant impact in the form of exposure to excess cancer risk would occur at the receptor location adjacent to Byron Highway. Therefore, this impact would be significant and unavoidable. If, however, the landowner accepts DWR's offer of relocation assistance, the impact would be less than significant.~~

Alternative 4 Potential Impact	Impact Conclusions Before Mitigation	Proposed Mitigation	Impact Conclusion After Mitigation	
	CEQA		CEQA	NEPA
PH-2: Exceedances of water quality criteria for constituents of concern such that there is an adverse effect on public health as a result of operation of the water conveyance facilities.	S	WQ-5: Avoid, minimize, or offset, as feasible, adverse water quality conditions	SU[7]	A[7]
PH-8: Increase in Microcystis Bloom Formation as a Result of Operation of the Water Conveyance Facilities	S	WQ-32a: Design Restoration Sites to Reduce Potential for Increased Microcystis Blooms WQ-32b: Investigate and Implement Operational Measures to Manage Water Residence Time	SU	A
PH-9: Increase in Microcystis Bloom Formation as a Result of Implementing CM2 and CM4	S	WQ-32a: Design Restoration Sites to Reduce Potential for Increased Microcystis Blooms WQ-32b: Investigate and Implement Operational Measures to Manage Water Residence Time	SU	A
MIN-5: Loss of availability of locally important natural gas wells as a result of implementing ~~Conservation Measures~~ CM2~~–CM21-22~~	S	MIN-5: Design ~~Conservation Measures 4, 5, and 10~~ CM4, CM5, and CM10 to avoid displacement of active natural gas wells to the extent feasible	SU	A
MIN–6: Loss of availability of extraction potential from natural gas fields as a result of implementing CM2–CM21~~Conservation Measures 2-22~~	S	MIN-6: Design CM4, CM5, and CM10~~Conservation Measures 4, 5, and 10~~ to maintain drilling access to natural gas fields to the extent feasible	SU	A
PALEO-1: Destruction of unique or significant paleontological resources as a result of construction of water conveyance facilities.	S	PALEO-1a: Prepare a monitoring and mitigation plan for paleontological resources PALEO-1b: Review 90% design submittal and develop specific language identifying how the mitigation measures will be implemented along the alignment PALEO-1c: Educate construction personnel in recognizing fossil material PALEO-1d: Collect and preserve substantial potentially unique or significant fossil remains when encountered	SU	A

[7] This impact/effect would be less than significant/not adverse if all financial contributions, technical contributions, or partnerships required to avoid significant impacts prove feasible and any necessary agreements are completed before the project's contribution to the effect.