

ERRATA

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Transportation

5.7.1 SUMMARY

Preferred Program Alternative. Program elements would not alter or modify any existing commercial shipping routes or commercial ports in any Program region.

The Preferred Program Alternative could involve relocating highways, constructing new bridges, and replacing or relocating local roads. During construction of bridges or road segments, traffic may be temporarily detoured. If detour locations are nearby, easily accessed, and adequate for the traffic demand, impacts on traffic likely would be minimal. If detours are extensive during the construction period, some impact on existing traffic volumes could occur from the rerouted traffic. Some roads could be improved or permanently rerouted, potentially diverting traffic from or attracting traffic to established routes. These are potentially significant adverse impacts but mitigations exist to reduce them to a less than significant level.

strategies

Potentially Significant Adverse Impacts and Mitigation Strategies Associated with the Preferred Program Alternative

Potentially Significant Adverse Impacts

Increasing local traffic flows as the public accesses recreational resources at new storage facilities (3)

Mitigation Strategies

3. Expanding public transportation facilities, free ways, and highways resources.

5.7.7.1 DELTA REGION

Storage

New storage facilities could require constructing new roadway and railroad bridges, and relocating some local roads. Construction activities could include constructing a bridge for the ATSF Railroad. If the bridge construction takes place on the current rail line, it would be necessary to temporarily divert train traffic or alter train schedules. This impact is considered potentially significant, but mitigation is available to reduce the impact to a less-than-significant level.

Possible road relocations and new bridges could involve the long-term rerouting of traffic. Localized highway traffic impacts could occur if the use of the new roads and bridges directs travel through already congested areas. Mitigation exists to reduce this potentially significant impact to a less-than-significant level. Highway traffic may be temporarily detoured during construction of bridges or road segments. If detour locations are nearby, easily accessed, and adequate for the traffic demand, impacts on traffic likely would be less than significant. If a road was closed and no nearby detour was available, traffic would be rerouted altogether. This impact is considered potentially significant and unavoidable.

New off-stream storage could provide additional recreation resources which could result in an increase in local traffic flows. This is considered a potentially significant adverse impact, but mitigations exist to reduce the impact to a less than significant level.

strategies

5.6.1 SUMMARY

Sounds accentuate our everyday life, whether it's the steady hum of machinery or the buzz of bees in the garden. Our world of sound can be punctuated with bird song or the blare of a car radio passing by. Noise resources impacts are closely associated with land use and population density. In California, projected population growth can reasonably be expected to increase some types of noise levels, regardless of CALFED Bay-Delta Program (Program) activities. Overall, Program actions will not contribute substantially either beneficially or adversely to noise.

5.6.5 SIGNIFICANCE CRITERIA

Potential noise-related impacts are considered significant if the construction or operations of facilities associated with a particular implementation alternative or Program element would ~~cause a substantial increase in the existing (ambient) noise conditions~~ exceed local noise standards in the affected area.

5.6.7 CONSEQUENCES: PROGRAM ELEMENTS COMMON TO ALL ALTERNATIVES

For noise resources impacts, the environmental consequences of the Ecosystem Restoration

5.6.8 CONSEQUENCES: PROGRAM ELEMENTS THAT DIFFER AMONG ALTERNATIVES

For noise resources impacts, the Conveyance element results in environmental consequences

5.6.8.2 ALTERNATIVE 1

Alternative 1 includes fewer conveyance facilities than the Preferred Program Alternative; therefore, the magnitude of noise impacts would be less. Although there would be fewer conveyance facilities with this alternative, noise associated with conveyance system pumps could result in potentially significant operations-related noise impacts that can be mitigated to less than significant levels.

5.6.8.3 ALTERNATIVE 2

Noise impacts associated with Alternative 2 would be similar to those described for the Preferred Program Alternative if a pilot diversion facility is built, although the magnitude may be greater given the difference in

size of the diversion facility. These impacts are potentially significant but can be mitigated to less than significant levels.

5.6.9 PROGRAM ALTERNATIVES COMPARED TO EXISTING CONDITIONS

(Last sentence in section)

Impacts can be reduced to less than significant levels with mitigation strategies. No potentially significant unavoidable noise impacts are associated with the Preferred Program Alternative.

5.6.10 ADDITIONAL IMPACT ANALYSES ANALYSIS

Irreversible and Irretrievable Commitments. No irreversible or irretrievable commitments of noise resources related to noise impacts are associated with the Preferred Program Alternative.

7.2.6 NO ACTION ALTERNATIVE

The predominant issues that would affect future agricultural economic conditions under the No Action Alternative include changes in the markets for agricultural products, the supply and reliability of irrigation water, changes in water quality, development of water transfer markets, the cost of water, and conversion of farmland.

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- *Changes in the agricultural market* - Demand for fruits and vegetables will increase, resulting in a shift away from field crops and grain production.
- *Irrigation water supply* - Several important changes have occurred to water supply conditions for agriculture. The CVPIA allocates up to 800 TAF of CVP water per year for environmental restoration. Likewise, the 1994 Bay-Delta Accord reduces the amount of water pumped from the Delta and delivered for agricultural and municipal uses. Estimates by Reclamation in 1997 of the average annual effect of the CVPIA on agricultural production value range from \$76 to \$151 million lost.
- *Water quality* - Reasonably foreseeable changes in water management are expected to affect water quality and thereby will affect agricultural yields. DWR has predicted retirement of up to 45,000 acres of drainage-impaired lands in the San Joaquin Valley, which would result in an adverse economic effect. However, the elimination of runoff from these acres would result in improved downstream water quality in the San Joaquin River and Delta Regions, potentially improving crop selection options and yields.
- *Water transfers* - The use of water transfers likely will increase in the future; however, water transfers have not been assessed quantitatively in this report due to the uncertainty and speculation involved. These transfers have the potential to cause adverse economic effects in agricultural areas transferring water and beneficial economic effects in agricultural areas receiving transferred water.
- *Cost of water* - Implementing cost-of-service and tiered water pricing, plus the restoration charges and surcharges imposed by the CVPIA, will increase the cost of water by up to 100% in some CVP service areas. Also, districts looking for water to transfer are almost certain to spend more for that water than they have in the past.
- *Conversion of farmland* - The continued trend of agricultural land conversion, particularly to urban purposes but also to habitat, will result in decreased agricultural production.
- *Levee failures* - The likelihood of levee failures in the Delta may result in a short- or long-term loss of agricultural production on affected Delta islands. In addition, water quality impacts associated with levee failures may negatively affect crop production within the export areas.