

Business, Transportation and Housing Agency - Responses to Delta Vision Document

1. What activities (by any government or private interest) of importance to departments in the BTH Agency are dependent upon the current configuration of the Delta (levees, waterways, roads etc.)? How do any plans by departments in this agency incorporate projected changes in the Delta from seismic events, seal level rise, floods or other events?

Caltrans' main goal and activity is the provision of a safe transportation system for the traveling public in the area. The highways within the Delta serve as major interregional corridors for freight, military transports, commuters, and the general public. The state highways in the Delta are vital to the economy by providing a shorter path to transport freight from the San Francisco Bay Area to the San Joaquin Valley and other areas of the State. These roads serve as lifelines to employment, shopping, and medical services for the citizens of the Delta. The highways were planned and built in coordination with the existing levee system and rely on those levees to continue to serve not only the local residents, but the interregional traffic as well.

In regard to plans that incorporate changes in sea level or floods, Caltrans District 10's plans for the State Route 12 Rehabilitation project on Bouldin Island, an alternative to build a viaduct or raised highway was studied. However with an expense of over \$170 Million dollars more than the alternative chosen, the viaduct alternative proved to be far too costly at this time and funding was not available, so a less expensive alternative was chosen.

District 4 Hydraulics branch did anticipate potential problems associated with future sea level rise in their project studies on State Route 12 just outside the Fairfield area. The District 4 State Route 12 project was studied to determine what impacts, if any, would result from extreme tides and sea level rise. The profile of the roadway increases significantly in elevation beyond the end points of the project. District 4 Hydraulics had adopted the 1984 study by the San Francisco Division of the US Army Corps of Engineers on Bay Tides. Within this document are published 100-year tide values and a discussion on future sea level rise. This document indicates the rise in sea level to change incrementally and in 100 years expected to rise between 4.7 and 7.1 feet. Hydraulics then added two feet of projected sea level rise to this extreme tide and added another foot for possible wave run-up to plan for a worst-case scenario.

Caltrans is notified, through the California Environmental Quality Act (CEQA) process, concerning any residential, commercial or industrial developments that may impact state highways. The Department responds to the lead agency on developments, in accordance with CEQA, in regard to transportation issues. Currently, as far as private interests, we know only of the housing developments in Isleton which are being built. There is a State Park on Brandon Island and several homes and mobile home courts along the Delta Loop, as well.

2. What plans do departments in the BTH Agency have which are dependent on altering the Delta?

In general, our plans do not depend on altering the Delta. Our Delta highways are maintained and improved as necessary to accommodate growing traffic and mitigate safety

issues. The Department's highway plans will continue to depend on maintenance and protection of the existing levees of the Delta. The Department does conduct studies with alternatives such as viaducts which are based on various factors such as maintenance cost, rise of sea level and floods. The Department will continue to explore alternatives which can accommodate changes in sea level or other natural changes and disasters. As stewardship is a strategic goal for our Department, we strive to serve the public in the most safe, economic, and effective manner.

Delta Vision Recommendations: A majority of the recommendations within the document are general at this juncture and we do not see a significant impact on transportation - re - ecosystem and water supply are co-equal goals for sustainable management of the Delta, the California Delta is unique and valued that warrants special legal status, and major investments in California Delta and the statewide water management system must integrate and be consistent with specific policies of the vision.

Recommendation 11 states: "Discouraging inappropriate urbanization of the Delta is critical both to preserve the Delta's unique character and to ensure adequate public safety."

Caltrans' has funded grants for the regional agencies within the Delta area to develop Blueprints to examine various growth scenarios (Metropolitan Transportation Commission, Sacramento Area Council of Governments, and the Metropolitan Planning Organizations within the San Joaquin Valley). These Blueprints assess how each region intends to grow and address housing, transportation, environmental and economic needs for the future with specific performance measures to inform decisions and investments. Please let us know if you would like us to provide contacts from each of the regional agencies to ensure coordination between the Delta Vision and Blueprint efforts.

We see this as a policy statement to prevent urban sprawl and perhaps future development in the Delta area. The existing state highways should to be maintained and improved for safety and interregional traffic. The capacity expansion and maintenance would not be "inappropriate" or conducive to "urbanization". The maintenance and expansion would be to address safety, and accommodate overall growth and traffic increases on an interregional, not local basis.