

Santa Barbara County Board of Supervisors  
September 16th, 2008

Diamond Rock Mine vs. Save the Cuyama Valley



# INTRODUCTION I

## Why Are We Here

“Save the Cuyama Valley” Organizing Committee members sent a letter to County planning on March 24, 2005.

**SAVE  
THE**

# Cuyama Valley

August 13, 2008.

## ORGANIZING COMMITTEE

Warren Brush  
Ann Cereghino  
George & Jolaine Gorrilla  
Larry & Karen Hogan  
John & Judy Kidd  
George Morgan  
Harold Pender  
John & Jane Siama-  
MacKenzie  
Gene & Gail Zannon  
Tristan Zannon

Dear Board of Supervisors,

“Save the Cuyama Valley” appellant, request that the appeal date of the Troesh Diamond Rock Mine be extended to the next open north county hearing date of September 23, 2008.

We make this request for the following reasons:

1. Baback Naficy our legal counsel has been out of the country since July 22<sup>nd</sup> and is not expected to return until August 22<sup>nd</sup>. Furthermore Planning was aware of his schedule and agended the August 25<sup>th</sup> date anyway.
2. “Save the Cuyama Valley” as the appellant was never notified of the set date until after the fact.
3. When we appeared before the Board, July 15<sup>th</sup> our request for an extension of time was summarily denied before ever hearing from the appellant.
4. “Save the Cuyama Valley” is an all volunteer organization with limited financial resources which precludes us from reacting to the most recent E.I.R., in the time scheduled given the scope of the project.
5. After dealing with the Planning Department for the last three years we have been consistently stonewalled - in fact it is our belief that the Planning Department has become the spokesperson for the mine proponents.

For all the preceding reasons we respectfully request that this 27 days extension be granted.

Cordially,



Gene Zannon

Spokesperson for “Save the Cuyama Valley”

c.c. Fifth District Supervisor Joe Centeno

3380 Highway 33  
Maricopa, CA 93252  
(805) 962-5600

# INTRODUCTION I

## Who Are We?

“Save the Cuyama Valley”  
Organizing Committee  
members opposed the  
mine

<b>Warren Brush</b> Executive Director of Quail Springs and Permaculture Design Consultant.	2004
<b>Ann Cereghino</b> 3830 Highway 33 Registered Nurse- Retired	1999
<b>George &amp; Jolaine Gorilla</b> 6974 Quatal Cyn Rd Market Manager, Propane sales & Delivery – Retired Musician, Legal Researcher – Retired	1988
<b>Larry &amp; Karena Hogan</b> 6789 Quatal Cyn Rd Vintner, Owner Stone Pine Winery, Sagebruch Annies Chef, Owner Stone Pine Winery, Sagebruch Annies	1971/2000
<b>John &amp; Judy Kid</b> 1475 Highway 166 Cuyama Valley Teacher, Cuyama Principle, Cuyama Valley Superintendent Cuyama Valley Teacher (39 yrs), Cuyama Valley Recreation Department Board Chairman/ member various other community organizations	1953
<b>George Morgan</b> 4240 Highway 33 Professor Department of Biological Sciences, Taft College – Retired	1980
<b>Harold Pender</b> 3830 Highway 33 Beekeeper	1999
<b>John &amp; Jane Slama-MacKenzie</b> 4843 Callente, N.C. Master Cabinet Maker English Instructor- Allan Hancock College	2002
<b>Gene &amp; Gail Zannon</b> 3380 Highway 33 Pistachio Grower, President Anacapa Fund Pistachio Grower, President Santa Barbara Pistachio Company	1982
<b>Tristan Zannon</b> 3380 Highway 33 Farm Manager	2002
<b>Jenny Lee</b> 115 Quatal Canyon Rd, Santa Barbara CPA, Pistachio Grower	2002

# INTRODUCTION I Who Are We?

450 residents of Cuyama Valley opposed the mine

Whereas Cuyama is a quiet, pastoral, mostly agricultural valley located within the counties of Santa Barbara, Kern, Ventura, and San Luis Obispo;

Whereas Troesh Ready Mix Inc. a gravel and rock mining company has applied for a permit to mine aggregate from the Cuyama river, as well as recycle asphalt and concrete;

Whereas the proposed operation would greatly increase traffic on Hwy 33 & 166, both dangerous two lane Highways, creating hazardous conditions in the valley;

Whereas the air, sound, and visual quality of the valley would be greatly diminished and compromised;

Whereas the proposed mine would degrade a local aquifer as well as alter the ecology of the Cuyama river;

Whereas no form of community benefits for the reductions to quality of life, land value, and safety have been addressed or acknowledged;

Therefore, we the undersigned residents, landowners and workers in Cuyama Valley ask that the petition for a land use permit by Troesh Ready Mix Inc. for the 'Diamond Rock Mine' be summarily denied.

Name: (print)	Name: (sign)	Address:	Co. (SB, KN, SLO, VNT)
Robin Mounts	Robin Mounts	21 Bell Dr, New Cuyama	SB
JENNIFER LEE	Jennifer Lee	115 QUADRA CYN. RD.	SB
MARY K. WATSON	Mary K. Watson	106 E La Panza	VENTUCOPA SB
John WATSON	John Watson	4050 El Roblar	SB
Donald WATSON	Donald Watson	4050 El. Roblar	SB
Bill Baughers	Bill Baughers	4006 Hwy 33	SB
John Baughers	John Baughers	103 Jumpin	SB
Rita C. Baughers	Rita C. Baughers	1153 Jumpin	SB
GLENN WATSON	Glenn Watson	106 E LA PANZA	VENTUCOPA SB
PATRICIA EDWARDS	Patricia Edwards	4020 EL ROBLOE	VENTUCOPA SB
MIKE APRIN	Mike Aprin	3009 WASHINGTON ST. CUYAMA	SB
Pamela Dairon	Pamela S. Dairon	Box 1029, Santa Lucia, CA 93460	SB
Bonnie Goller	Bonnie Goller	Box 206 New Cuyama	SB

(13)

# INTRODUCTION I

## Who Are We?

### *Save the Cuyama Valley Declaration*

We are members of a local group called *Save the Cuyama Valley*, which is committed to stopping industrialization of our rural, agricultural valley. Currently we are trying to prevent mining expansion here. On May 14, 2008, the Santa Barbara Planning Commission overrode EPA objections, CEQA regulations, and residents' detailed protestations to approve the plan for the Diamond Rock Mine, a \$200,000,000 gross revenue project that would operate twenty-four hours a days, seven days a week in the Cuyama River bed. This ill-conceived project of Troesh Ready Mix would be located off Scenic Highway 33 within the largest remnant of rural living remaining in Santa Barbara County. The area is a gateway to wilderness recreation areas in the nearby Los Padres National Forest; the proposed Diamond Rock Mine site itself is within thirty miles of the newly established Carrizo Plains National Monument and the Sespe Condor Preserve.

Historically the area has been a province for ranching and agriculture. Amid sheep flocks, vineyards, fruit and nut orchards, carrot and alfalfa fields, the proposed mine in the Cuyama River bed will divert an officially designated American River and draw water well in excess of county guidelines from a valley basin system in critical overdraft. The proposed mine will destroy riparian habitats, and seriously affect the habitat of 16 federally endangered, threatened, or rare species, including the blunt nose leopard lizard and the San Joaquin kit fox, as well as ten endangered California native plants. It will also expose the groundwater basin to pollutants, generate inmitigable diesel emissions well over the county's thresholds, and add hundreds of gravel trucks daily to already overused winding two lane highways—33 and 166 respectively—which connect the Cuyama Valley with Highway 101 and Interstate 5.

In "average" production years, proposed truck traffic in the vicinity of Ventucopa would increase between over 50% to over 270%. In peak production years, the increase would escalate to over 400% --or 288 trucks per day, which does not include seasonal and other agricultural traffic. According to the March 7, 2007 "Transportation Concept Report," Highway 166 has an Annual Average Daily Traffic (AADT) ranging from 2,800 to 5,200 vehicles, with trucks averaging 35%. Highways 33 and 166 are also incontestably the two most dangerous roads in Santa Barbara and Ventura Counties. They have no passing lanes, narrow shoulders, and must accommodate 58 full stop school bus locations during the school day. Both Cuyama Elementary and Cuyama High School are located on Highway 166. Students as well as parents and teachers enter from and exit the school grounds onto Highway 166.

County planners appeared determined from the start to approve a seriously deficient Environmental Impact Report. Without adequate public notice, the proposal emerged for public viewing a scant nine days before the close of public comment. The proposed mitigations are virtual shams lacking any authoritative endorsement or process of enforcement, while the planning commission has avoided addressing the one acknowledged inmitigable issue: pollution emissions. We have presented these facts before the Santa Barbara Planning Commission. All have dismissed them.

We are shocked by evidence of bias and procedural duplicity by our county officials who have abdicated their duty to protect the public's interests by overriding public health and safety to

# INTRODUCTION I

## Who Are We?

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sanction a reckless increase of mining in the Cuyama Valley. This disregard for our concerns and public interests could set a precedent for further rubber-stamped mining proposals in rural areas with low voter populations. Consequently, we are extremely concerned about the influx of mining and its effects on health and natural resources in the Cuyama Valley. Currently, there are three operating mines in the valley. The largest, GPS River Rock Products, Inc. is currently closed to active mining due to EPA violations. (As far back as April 2005 the EPA cited GPS for "unauthorized discharges of dredged or fill material into waters of the United States at the Site without prior authorization from the United States Army Corps of Engineers." [Letter to Charles Beard, GPS, April 15, 2005]) Yet GPS is also awaiting approval for an expansion that would double its productivity. In addition to the GPS and Diamond Rock proposals, there is *another* mining proposal along the Cuyama River—the Richards Holding Company Mine—waiting approval.

While extraction of groundwater for farming purposes is unregulated by the county, there is a current USGS proposal to study the Cuyama Water Basin. A comprehensive hydrology study of the Cuyama Water Basin has not been made in over forty years. According to Dennis Gibbs, senior hydrologist with the Santa Barbara Water Agency, there is an estimated annual overdraft of 28,000 acre feet from the basin. Even the Diamond Rock mine EIR acknowledges that, "the Cuyama Valley Groundwater Basin is in a state of overdraft by approximately 25,000 to 30,000 acre feet per year." Yet the largest growers, including the owner of the Diamond Rock Mine site, have shunned this crucial hydrology study, refused to participate, and withdrawn their wells from the proposed study.

While we live in an arid environment where the average rainfall is six to eight inches per year, our valley contributes portions of its groundwater as well its clean air to four counties: Kern, San Luis Obispo, Ventura and Santa Barbara. The Cuyama River channel flows about 65 miles from Ventucopa either above or underground to Twitchell Reservoir. There it joins with the Sisquoc River and becomes the Santa Maria River and flows on to the Pacific Ocean. In wet years, the Cuyama and Sisquoc Rivers fill the 240,113 acre feet reservoir, replenishing the Santa Maria groundwater basin. According to David W. Smith of the Wetlands Regulatory Office of the EPA, the extent of proposed mining in the Cuyama River bed has "the potential to significantly impact the hydrology of the Cuyama River as well as the air quality in the surrounding basin. The FEIR does not contain any evidence that demonstrates the [applicant's] preferred alternative will mitigate for these impacts." More specifically Mr. Smith said in a letter dated May 28, 2007 to Santa Barbara Planning Commission that the cumulative effects of GPS and the proposed Diamond Rock Mine, only 1,500 feet apart, could cause serious disruption to the Cuyama River:

Together the GPS and the Diamond Rock mines propose to mine an average of 1,000,000 tons of sediment per year from the Cuyama River. The Revised Draft of the EIR for the Proposed Diamond Rock facility included a sediment transport analysis that estimated the annual sediment inflow to the combined mine sites at about 314,000 tons per year, with the average outflow of 85,000 tons, resulting in an annual accumulation of 229,000 tons. The study concluded...that the proposed mining projects would create a sediment deficit of approximately 771,000 tons per year which could affect river hydraulics,

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including possible downstream channel degradation and possible upstream headcutting’

Mr. Smith’s evaluation does not include the newly proposed Richards Holding Mine, which would also be located in the same vicinity along the Cuyama River.

Dr. Hugo A. Loaiciga, Professor of Geography at the University of California at Santa Barbara considers the EIR report prepared by URS Corporation for the Santa Barbara Planning Commission as “flawed . . . and [does] not include an adequate monitoring plan of the proposed mining operations on the Cuyama River.” He says:

My opinion is that likely adverse impacts of the proposed sand and gravel mining would follow in the following categories:

- Degradation of the Cuyama River: this would:
  - i. lower local base level
  - ii. produce a channel level below the rooting depth and create unstable banks
  - iii. lower the water table causing loss of productivity and health of riparian vegetation
  - iv. change the stream type, triggering a succession in stream morphology of unstable characteristics drastically alter the sediment budget on site and downstream from the mining site.
- Accelerated stream bank erosion on site and downstream/upstream from it: this would:
  - i. increase downstream sediment supply from bank erosion
  - ii. loss and or alteration of aquatic habitat
  - iii. change the width/depth ratio of the Cuyama River, leading to excessive channel degradation, increase of flood hazard, water quality degradation (measured in terms of water temperature, dissolved oxygen, dissolved and suspended solids and nutrient loading), possible damage to nearby infrastructure (associated with mining development).

A close analysis of the EIR shows that its hydrological model is not only inaccurate and incomplete, it borders on insincere. It assumes the riverbanks don’t fluctuate over the year, when, in fact, during the winter the river can be half a mile wide, and in summer it can be as narrow as five feet. The EIR also inflates the amount of water Diamond Rock will recycle during its operations, failing to take into account the amount of rainfall in this area, the infiltration rate of the site’s soil type, and the clay layer 200 feet below the surface that will trap water, concentrating solids and salts in the water. The EIR also makes no mention of the 20 surrounding wells that would share the aquifer with the mine, nor does it admit that some of these wells would be level with the standing water of the mine. While Diamond Rock claims

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its operations will only use 28.12 acre-feet per year, this is based on unsubstantiated calculations. More than likely, operations will draw amounts of water from the Cuyama River well over the county's limit of 31 acre feet/year.

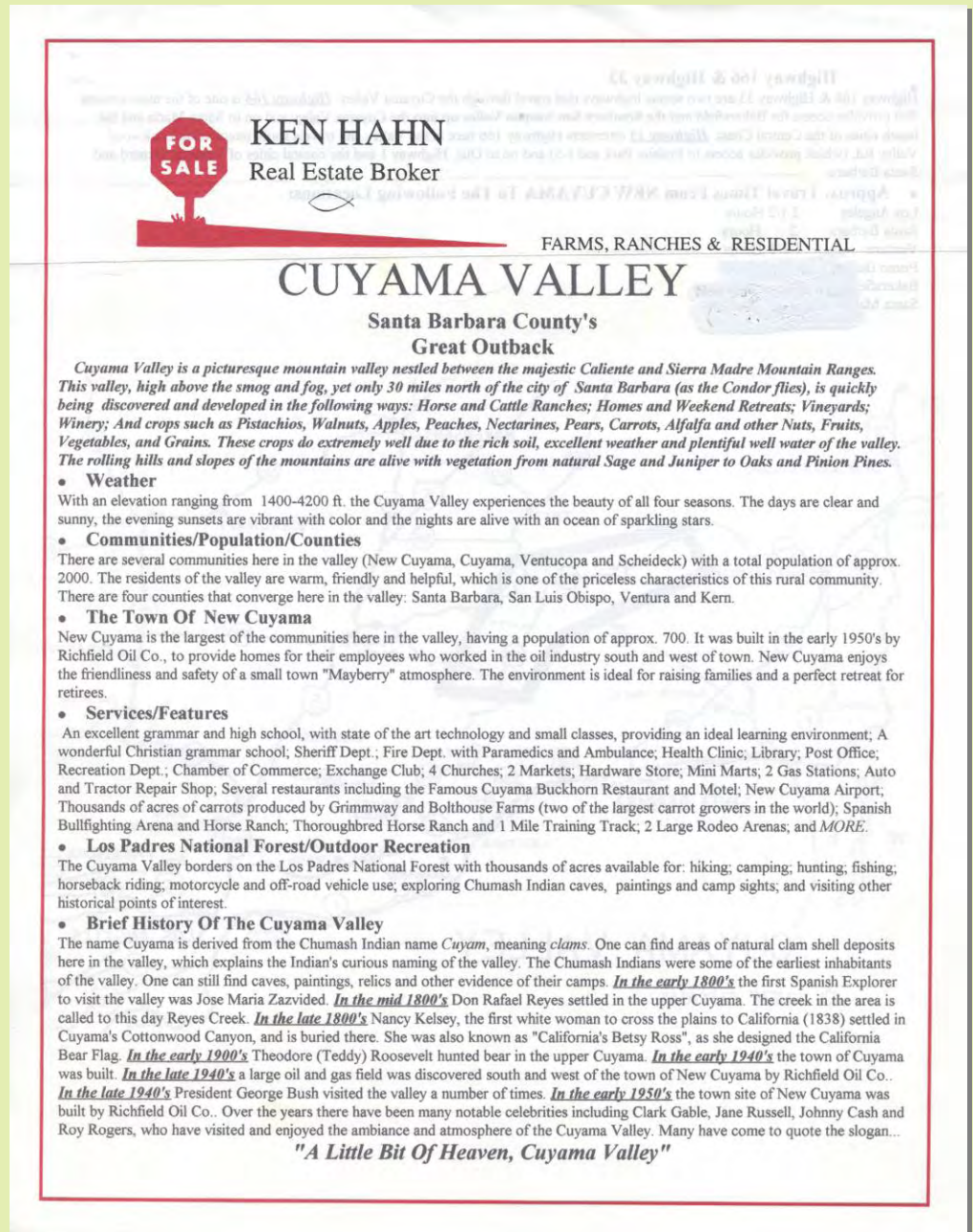
The Santa Barbara County Planning Commission would appear to be in conflict with the countywide objectives of water management and conservation. The commissioners' decision is specifically in conflict with the City of Santa Maria and its interest in preserving Twitchell Reservoir's ability to replenish the Santa Maria groundwater basin. The commissioners' decision also runs contrary to the Santa Barbara Countywide Integrated Regional Water Management Plan (IRWMP), which oversees regional water concerns around water supply, groundwater management, water quality, and ecosystem restoration. Given that water shortages are predicted for California by the year 2010, mining expansion along the Cuyama River is a serious matter not only for the residents of the Cuyama Valley but for residents on the Central Coast. It is one that needs immediate attention. We urge you to join us in the defense of the Cuyama Valley from ecological degradation and excessive exploitation.



# INTRODUCTION II

## Cuyama Valley

- History
- Weather
- Landscape
- Biological Resources
- Development/Economy
- Community/Residents



The flyer features a red octagonal 'FOR SALE' sign on a post, with a red arrow pointing to the right. The text is centered and includes the agent's name and contact information, followed by the title 'CUYAMA VALLEY' and a subtitle 'Santa Barbara County's Great Outback'. The main body of text describes the valley's location, climate, and various amenities, ending with a slogan in quotes.

**KEN HAHN**  
Real Estate Broker

FARMS, RANCHES & RESIDENTIAL

## CUYAMA VALLEY

Santa Barbara County's  
Great Outback

*Cuyama Valley is a picturesque mountain valley nestled between the majestic Caliente and Sierra Madre Mountain Ranges. This valley, high above the smog and fog, yet only 30 miles north of the city of Santa Barbara (as the Condor flies), is quickly being discovered and developed in the following ways: Horse and Cattle Ranches; Homes and Weekend Retreats; Vineyards; Winery; And crops such as Pistachios, Walnuts, Apples, Peaches, Nectarines, Pears, Carrots, Alfalfa and other Nuts, Fruits, Vegetables, and Grains. These crops do extremely well due to the rich soil, excellent weather and plentiful well water of the valley. The rolling hills and slopes of the mountains are alive with vegetation from natural Sage and Juniper to Oaks and Pinion Pines.*

- **Weather**  
With an elevation ranging from 1400-4200 ft. the Cuyama Valley experiences the beauty of all four seasons. The days are clear and sunny, the evening sunsets are vibrant with color and the nights are alive with an ocean of sparkling stars.
- **Communities/Population/Countries**  
There are several communities here in the valley (New Cuyama, Cuyama, Ventucopa and Scheideck) with a total population of approx. 2000. The residents of the valley are warm, friendly and helpful, which is one of the priceless characteristics of this rural community. There are four counties that converge here in the valley: Santa Barbara, San Luis Obispo, Ventura and Kern.
- **The Town Of New Cuyama**  
New Cuyama is the largest of the communities here in the valley, having a population of approx. 700. It was built in the early 1950's by Richfield Oil Co., to provide homes for their employees who worked in the oil industry south and west of town. New Cuyama enjoys the friendliness and safety of a small town "Mayberry" atmosphere. The environment is ideal for raising families and a perfect retreat for retirees.
- **Services/Features**  
An excellent grammar and high school, with state of the art technology and small classes, providing an ideal learning environment; A wonderful Christian grammar school; Sheriff Dept.; Fire Dept. with Paramedics and Ambulance; Health Clinic; Library; Post Office; Recreation Dept.; Chamber of Commerce; Exchange Club; 4 Churches; 2 Markets; Hardware Store; Mini Marts; 2 Gas Stations; Auto and Tractor Repair Shop; Several restaurants including the Famous Cuyama Buckhorn Restaurant and Motel; New Cuyama Airport; Thousands of acres of carrots produced by Grimmway and Bolthouse Farms (two of the largest carrot growers in the world); Spanish Bullfighting Arena and Horse Ranch; Thoroughbred Horse Ranch and 1 Mile Training Track; 2 Large Rodeo Arenas; and *MORE.*
- **Los Padres National Forest/Outdoor Recreation**  
The Cuyama Valley borders on the Los Padres National Forest with thousands of acres available for: hiking; camping; hunting; fishing; horseback riding; motorcycle and off-road vehicle use; exploring Chumash Indian caves, paintings and camp sights; and visiting other historical points of interest.
- **Brief History Of The Cuyama Valley**  
The name Cuyama is derived from the Chumash Indian name *Cuyam*, meaning *clams*. One can find areas of natural clam shell deposits here in the valley, which explains the Indian's curious naming of the valley. The Chumash Indians were some of the earliest inhabitants of the valley. One can still find caves, paintings, relics and other evidence of their camps. *In the early 1800's* the first Spanish Explorer to visit the valley was Jose Maria Zazvided. *In the mid 1800's* Don Rafael Reyes settled in the upper Cuyama. The creek in the area is called to this day Reyes Creek. *In the late 1800's* Nancy Kelsey, the first white woman to cross the plains to California (1838) settled in Cuyama's Cottonwood Canyon, and is buried there. She was also known as "California's Betsy Ross", as she designed the California Bear Flag. *In the early 1900's* Theodore (Teddy) Roosevelt hunted bear in the upper Cuyama. *In the early 1940's* the town of Cuyama was built. *In the late 1940's* a large oil and gas field was discovered south and west of the town of New Cuyama by Richfield Oil Co.. *In the late 1940's* President George Bush visited the valley a number of times. *In the early 1950's* the town site of New Cuyama was built by Richfield Oil Co.. Over the years there have been many notable celebrities including Clark Gable, Jane Russell, Johnny Cash and Roy Rogers, who have visited and enjoyed the ambiance and atmosphere of the Cuyama Valley. Many have come to quote the slogan...

**"A Little Bit Of Heaven, Cuyama Valley"**

# INTRODUCTION II Cuyama Valley



# INTRODUCTION II Cuyama Valley



## INTRODUCTION II Cuyama Valley

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- I will collect additional images from the web and add them here.
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# INTRODUCTION II Cuyama Valley



# INTRODUCTION II

## Cuyama Valley



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## Cuyama Valley

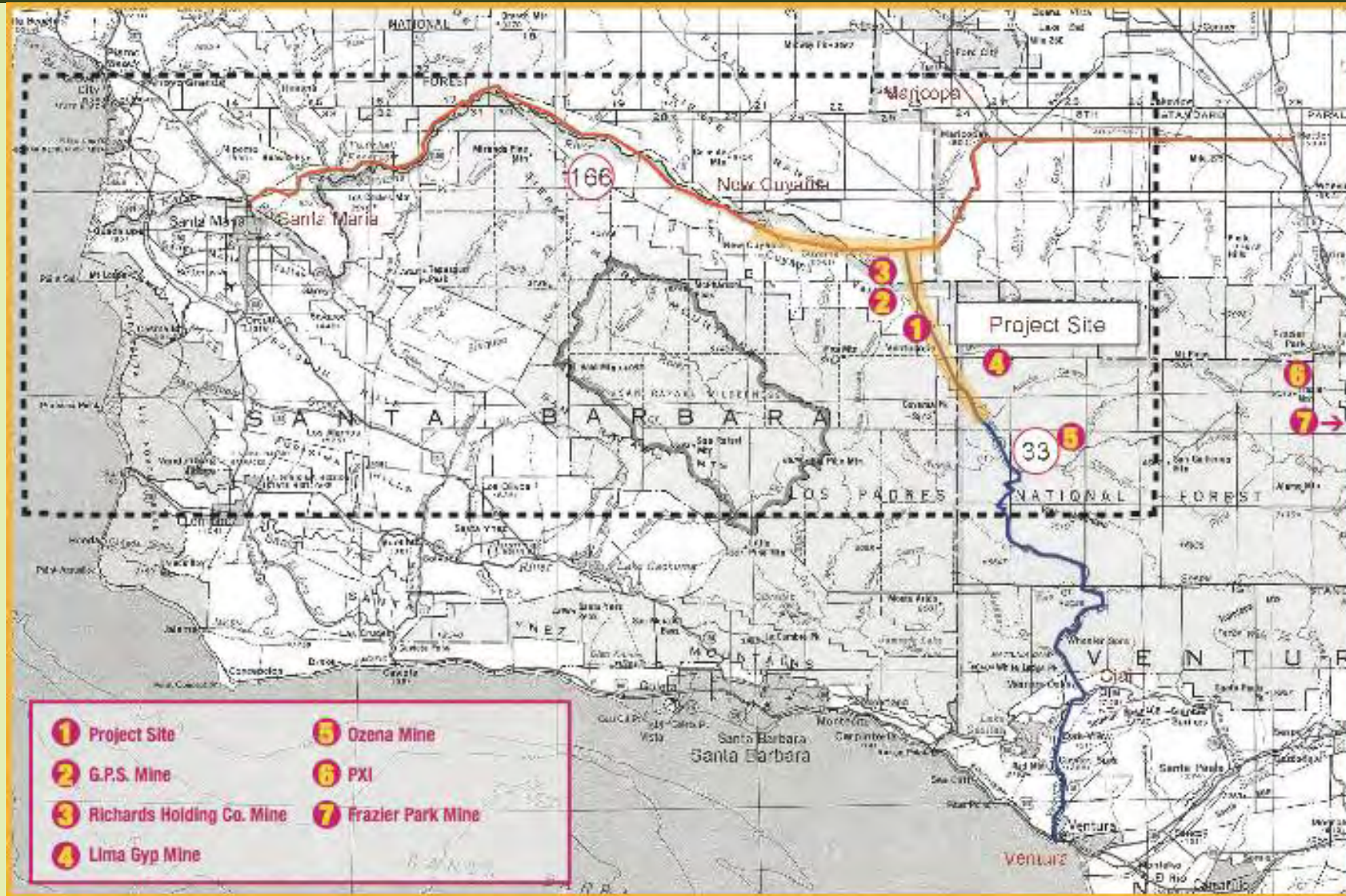


# INTRODUCTION II

## Cuyama Valley




# DESCRIPTION OF DEVELOPMENT Cumulative Impact



## DESCRIPTION OF DEVELOPMENT

# Cumulative Impact \* GPS (#2)

- GPS Mine was shut down in 2005 and fined for dumping fine material into the river by the EPA.
- In 2008, it was again shut down for dumping fines into the river and for resultant headcutting upriver.



**U.S. Environmental Protection Agency**

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## EPA orders mining company to comply with Clean Water Act in Santa Barbara County

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For Immediate Release: May 10, 2005  
Contact: Margot Perez-Cullivan 415-947-4149  
Press Office Main Line: (415) 947-8700

**SAN FRANCISCO** – The U.S. Environmental Protection Agency recently ordered GPS River Rock Products, Inc. to improve stormwater controls and submit a mitigation plan to restore 22 acres of river habitat in the Cuyama River watershed to compensate for environmental damage caused by mining activities in Santa Barbara County.

During inspections in 2004 and 2005, EPA and U.S. Army Corps of Engineers officials found the company was discharging dredged and fill material into the Cuyama River without the required federal Clean Water Act permit. Inspectors determined the activities were responsible for degrading 22 acres of river habitat in the Cuyama River. EPA inspectors also found the company in violation of the California stormwater permit.

"The Cuyama River is an important aquatic resource that protects water quality and provides habitat for wildlife," said Alexis Strauss, director of the EPA's Pacific Southwest Water Division. "We will continue to work with GPS to ensure their activities comply with the Clean Water Act."

The order requires GPS River Rock Products to retain an independent contractor to prepare an off-site mitigation project plan. The mitigation plan must preserve and enhance 22 acres of waters within the Cuyama River watershed. Also GPS must comply with existing California stormwater permits by revising and submitting a stormwater pollution prevention plan and improving storm water controls.

GPS River Rock Products operates an 80-acre site in Ventucopa for a variety of industrial activities including, excavating sand and rock, crushing gravel, and handling raw materials.

6/26/2005



# DESCRIPTION OF DEVELOPMENT

## Cumulative Impact \* GPS (#2)

- The Ozena mine is seeking an expansion of their current permit but due to violations of their existing permit are under serious scrutiny by the Ventura County planning department.



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#### U.S. EPA settles with Taft, Calif. company for Clean Water Act violations

Release date: 10/05/2006

Contact Information: Dean Higuchi, 808-541-2711, [higuchi.dean@epa.gov](mailto:higuchi.dean@epa.gov)

(10/05/06) SAN FRANCISCO – The U.S. Environmental Protection Agency announced resolution of Clean Water Act violations with GPS River Rock Products at its sand and gravel mining facility in Ventucopa, Santa Barbara County, CA.

In addition to paying a \$35,870 fine, the mining company will transfer 22 acres of land in the Cuyama River watershed to the Bureau of Land Management for protection of habitat and the endangered California jewelflower.

GPS River Rock Products has agreed to spend up to \$130,000 to enhance and restore portions of the Cuyama River on BLM-owned land that have historically been used as illegal dump sites. Once these dumps sites have been restored, GPS will discourage further illegal dumping by removing access to the sites by fencing or removing access roads.



GPS River Rock sand and gravel mining operations on the Cuyama River.

"We hope this action will deter others from unauthorized filling of creeks, streams and wetland habitat," said Alexis Strauss, director of EPA's water programs for the Pacific Southwest Region. "We are pleased the company agreed to undertake environmental restoration projects to enhance the Cuyama River."

During an inspection in January, 2005, EPA inspectors found storage areas for materials and waste were not covered, facility entry and exits lacked controls to minimize the tracking of mud and dirt into public roads by vehicles. In addition, EPA inspectors found that stockpiles of earthen material, berms and roads had been discharged into 22 acres of the Cuyama River without a permit.

The Clean Water Act requires operators to plan and implement appropriate pollution prevention and control practices for storm water runoff during the construction period. In addition, the Clean Water Act requires that developers must first get a permit from the U.S. Army Corps before discharging dredged or fill material into regulated waterways.

For more information, go to: <http://www.epa.gov/region09/water/wetlands/index.html> and <http://www.epa.gov/region9/water/hpdes/stormwater.html>

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1/27/2007

DESCRIPTION OF DEVELOPMENT

Cumulative Impact  
\* Richards Holding

(#?)

- Richards Holding Mine is seeking a new permit for sand and gravel extraction between 162,500 - 500,000 tons per year.

(Disc) Scan 6- ODC - Twp Records

**PROJECT DESCRIPTION/RECLAMATION PLAN**

**A. The name and address of the operator and the names and address of any persons designated by him as his agent for the service of process.**

Owner/Operator	Agent
Richards Holding Company Post Office Box 2403 Orcutt, CA 93457 Owner/Applicant: Ruth Ann Asistin Co-Applicant/Contact Person: Erv Madden Phone Number: (805) 925-8636 e-mail: ervmadden@mac.com	Ray Severn c/o Penfield & Smith 210 E. Enos Drive, Suite A Santa Barbara, CA 93101 (805) 925-2345 ext. 114 (805) 925-1539 (fax) e-mail: rss@penfieldsmith.com

**B. The anticipated quantity and type of minerals for which the surface mining operation is to be conducted.**

Richards Holding Company proposes an aggregate mining operation to be referred to as the Richards Holding Company Rock Plant for the purpose of this analysis.

The surface mining operation at the Richards Holding Company Rock Plant would consist of excavating clay, rock, sand and gravel. The aggregate would be segregated using screens, the gravel would then be crushed, and the silt washed off. The aggregate would be stored onsite before being loaded into trucks for delivery. It is estimated that the Richards Holding Company Rock Plant will produce a maximum of 500,000 tons and an average of 162,500 tons (125,000 cubic yards) of sand and gravel per year.

Statistical Information: Provide the following information.

Annual production will be (is): (Specific amounts, if available).


Under 5,000 tons or cy/year \_\_\_\_\_  
 5,000 – 50,000 tons or cy/year \_\_\_\_\_  
 50,000 – 250,000 tons or cy/year 500,000 tons (max) - 162,500 tons (125,000 cy/year) average  
 250,000 - 1,000,000 tons or cy/year \_\_\_\_\_  
 Over 1,000,000 tons or cy/year \_\_\_\_\_

Total Anticipated Production (specify tons or cubic yards):

Mineral commodities to be removed: clay, rock, sand, gravel  
 Waste retained on site: Yes  
 Water disposed off site: No

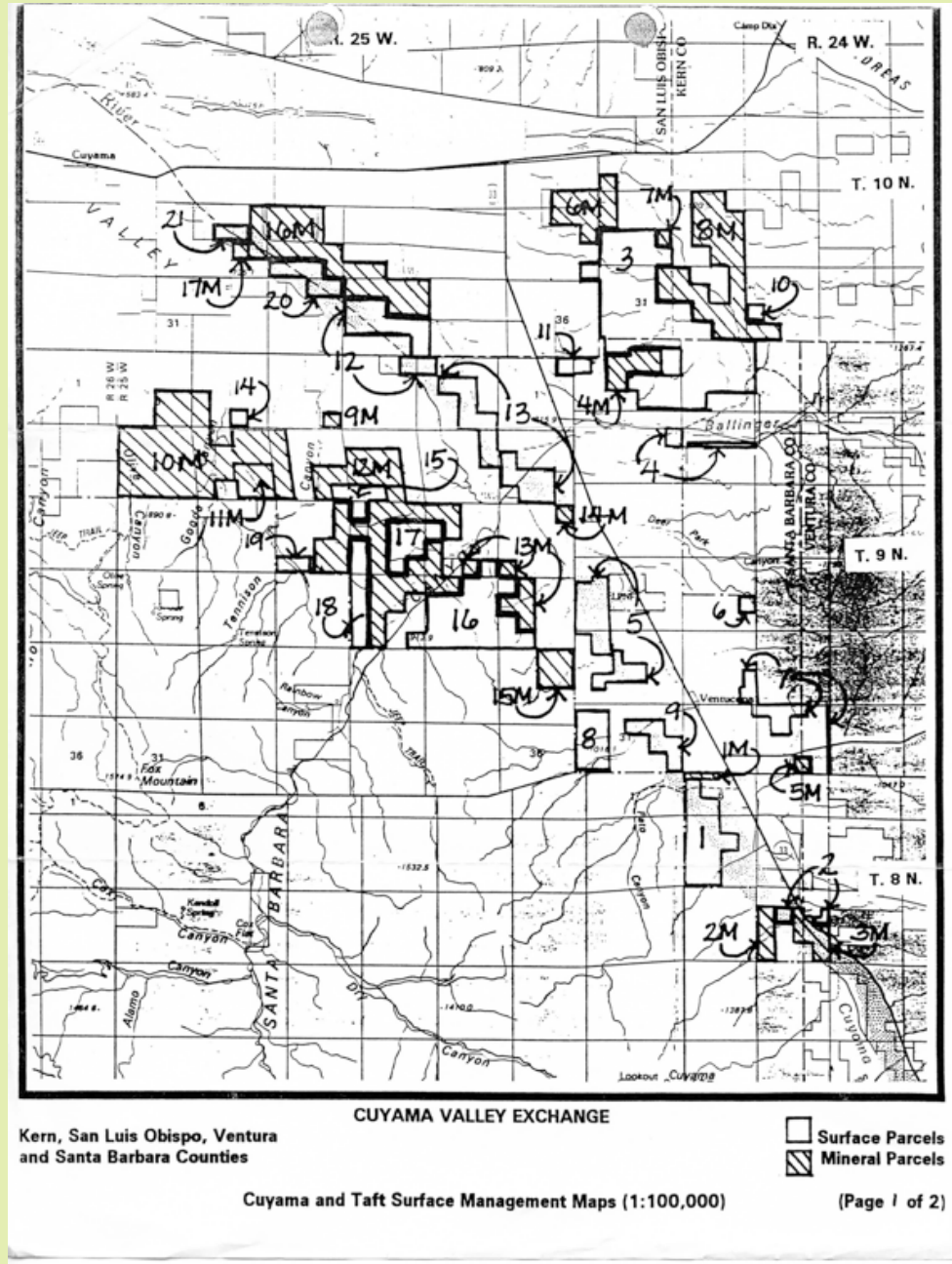
**C. The proposed dates for initiation and termination of the mining operations. If seasonal, provide the proposed annual months of operation.**

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# DESCRIPTION OF DEVELOPMENT Potential New Mine Locations

- BLM land offered for sale in 1999 -- withdrawn for sale in 2005



# POLITICS & RESOURCES

# Save the Cuyama Valley

## \* Political

- Agreement between Diamond Rock and Ojai's Stop The Trucks to withdraw their appeal
- Condition of approval mandated no technical or financial support from Ojai community to Save The Cuyama Valley.
- West Coast Environmental hired by Ozena Mine to expand and reinstate their mine permit despite numerous and significant violations of that permit.

### Stop the Truck Documents

#### Stop the Trucks

*Conflict over Grand Trucking shifts from Santa Barbara to Ventura County and the Ozena Mine After Agreement with Trash Materials*



A recent agreement has been reached between the Stop the Trucks Coalition and the Truck family over their proposed Diamond Rock Mine in the Santa Barbara portion of the Cuyama Valley. Please check the agenda for the California to Rocks area at the situation on the operation of the Ozena Valley. Please check in Ventura County.

In the wake of the closure by the Ventura County Planning Director for the independent review that was conducted on the new Grand Trucking and Parcel No. 22.3 applications dating back to 2001. Stop the Trucks has asked Ventura County Executive Yvonne Robinson to appoint an Ombudsman to investigate the conduct of the entire application process or Planning Director staff and to initiate the termination process due to significant violations of existing C.M.P. conditions.

*Info about the Ozena Mine: For info on the Ozena Mine:*

We need the continued support of everyone in Ojai to see this. Please participate and help us.

Please send your donations to the Stop The Trucks Coalition - c/o The Ojai Chamber of Commerce, P.O. Box 1154, Ojai, CA, 93023.

Or you may also wish your contribution into the Chamber's office anytime during the business week, at 231 S. Signal Street - in the City Festival building - in downtown Ojai.

#### EXPLAINING THE BENEFITS OF THE SETTLEMENT AGREEMENT BETWEEN TRASH MATERIALS, INC. (TMI) AND OJAI'S STOP THE TRUCKS COALITION

The Santa Barbara County Planning Commission approved the Diamond Rock Mine project ("TRUCKS") with no trucking south of State Highway 23, which has always been the objective of the Stop the Trucks Coalition. However, Trash Materials, Inc. has entered into a settlement with the Santa Barbara County Board of Supervisors, which has, in a settlement, conditional, in that it has not only a modification of the Conditional Use Permit (CUP) to allow trucks to go south of State Highway 23. Because such a use was analyzed in their Environmental Impact Report - albeit inadequately - the design revisions of the CUP to allow trucks to go south of Highway 23 would not be required. Therefore, the Stop The Trucks Coalition entered a Settlement Agreement ("Agreement") to address this issue. The major benefit of our agreement is that Trucks can't send any of their Diamond Rock Mine material south of Highway 23 and Ojai, at least until January 1, 2012.

If after that date they do choose to send trucks to and from the Diamond Rock Mine via Highway 23 into the Ojai Valley, then a "Focused EIR" will be completed to analyze the potential impacts of increased truck traffic, noise and other issues along State Highway 23, as well as an analysis of the Truck's impact upon the quality in Ojai. Additionally, and as per the Request for Information (RFI) California Department of Transportation (Caltrans) will be required to provide a highway geometric study and analysis of State Highway 23 to determine the highway's condition, track and width.

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Finally, together with the Stop The Trucks Coalition, shall also request that Santa Barbara County cause to be prepared a "Safety Study" analyzing the potential safety impacts of single-lane trucking on State Highway 23 south of the Ojai, in and from the 100+ Trucks. Various provisions to enhance or increase the specifications of the Agreement, including installation of a more advanced safety system at the Diamond Rock Mine. Though Santa Barbara County would not commit to this, the "Focused EIR" would be prepared. Because of the environmental nature of the project, and following a request from Trash Materials, Inc. the project application, we were assured by Santa Barbara County Council that such preparation is almost certain.



In order to obtain the prohibition on trucking south of State Highway 23, as well as the commitment to ask for a Focused EIR and other protections, the Stop The Trucks Coalition had to agree that no member of the Coalition or any member of the public in Ojai participate in a lawsuit against Trash Materials, Inc. and their Diamond Rock Mine, or directly or indirectly contribute funds or cause funds to be contributed to any other legal proceeding to their benefit by any individual or entity. While the Coalition did intend to represent all of Ojai's citizens, we nevertheless believe that agreeing and moving such conditions would certainly be in Ojai's best interest. Indeed, eliminating one source of heated marches of huge heavy, dangerous, diesel exhaust-spewing, double cargo trailers filled with rocks and gravel, and increasing all who drive or reside along State Highway 23 and Ojai, can only be considered a positive development, and serves as a precedent for future projects.

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Therefore, we strongly request that no one in Ojai contribute - directly or indirectly - to any lawsuit that likely will be brought by residents of the Cuyama Valley against the project. If such contributions are made, Trash has the right to terminate the Agreement.

Our Agreement with Trash Materials, Inc. - in no way - allows the Coalition to waive its resources in continuing pursuing a successful legal battle against the next Diamond Rock Mine project now pending new settlement in and out of Ojai at their trucks through Ojai.

The Ozena Ranch Mine project, located here in Ventura County, is now seeking a Conditional Use Permit (CUP) to expand operations and would result in countless numbers of race and gravel trucks going right through the heart of our town. Yes, the paper battle is in Ventura County, but it is apparent that we've gained a temporary "cease-fire" with our own operations at the Diamond Rock Mine - only one of several such race and gravel mines located above us in the Los Padres National Forest. Remember, all these race and gravel mine projects would have to be able to travel back down truck ramps to exit through our town, and in the process, recently imposed Ojai's character, ambient air quality, and health and has degraded our local economy. In fact, the Stop The Trucks Coalition believes that a settlement to our community. Indeed, the Stop The Trucks Coalition has already invested in a comprehensive Agency Safety & Compliance Study at the mine, and we don't believe that it is possible or possible to ever re-engage State Highway 23 to make it an adequate or appropriate route for hazardous material hauling.




*Photo: Rock Trucks. From: Ventura County Planning Commission.*

# POLITICS & RESOURCES Save the Cuyama Valley \* Political

- Agreement between Diamond Rock and Ojai's Stop The Trucks to withdraw their appeal
- Condition of approval mandated no technical or financial support from Ojai community to Save The Cuyama Valley.
- West Coast Environmental hired by Ozena Mine to expand and reinstate their mine permit despite numerous and significant violations of that permit.

Trucks documents B:17/08 9:55 AM




"In order to obtain the prohibition on trucks traveling up and down State Highway 33, as well as the commitment to ask for a Focused EIR and other protections, the Stop The Trucks! Coalition had to agree that no member of the Coalition or any member of the public in Ojai participates in a lawsuit against Trash Materials, Inc. and their Diamond Rock Mine, or directly or indirectly contribute funds or cause funds to be contributed to any other legal challenge to them brought by any individual or entity." While the Coalition can't pretend to represent all of Ojai's citizens, we nevertheless believe that agreeing and meeting such conditions would certainly be in Ojai's best interests. Indeed, eliminating one source of untold numbers of huge, heavy, dangerous, diesel exhaust-spewing, double-escape trailers filled with rock and gravel, and increasing all who drive or reside along State Highway 33 and Uja, can only be considered a positive development, and serves as a precedent for future projects.

Therefore, we strongly request that no one in Ojai contribute – directly or indirectly – to any lawsuit that likely will be brought by residents of the Cuyama Valley against the project. If such contributions are made, Trash has the right to terminate the Agreement.

Our Agreement with Trash Materials, Inc. – in many ways – allows the Coalition to now use its resources in continuing maintaining a successful legal battle against the next Rock and Gravel Mine project now wishing to send hundreds of their trucks through Ojai.

The Ozena Ranch Mine project, located here in Ventura County, is now seeking a Conditional Use Permit (CUP) to expand operations that could result in countless numbers of rock and gravel trucks going right through the heart of our town. Yes, the larger battle is in Loma Vista, but it is important that we've gained a temporary "cease-fire" with at least the operators of the Diamond Rock Mine – only one of several rock and gravel mines located above us in the Los Padres National Forest. Remember, all these rock and gravel mine projects would have to be able to send their own truck convoys right through our town, and in the process, severely impact Ojai's character, ambience, safety and health, and thus degrade our local economy. The Stop The Trucks Coalition achieves this by negotiating to our community. Indeed, the Stop The Trucks Coalition has already invested in a comprehensive Highway Safety & Geometric Study of our own, and we don't believe that it is possible or probable to ever re-open near State Highway 33 to make it an adequate or appropriate venue for large-scale industrial trucking.




While the Agreement is an important milestone for the Stop The Trucks! Coalition on behalf of the Ojai Valley and the Los Padres National Forest, many more battles await us as other rock and gravel mine applications move through the process of consideration by Ventura and Santa Barbara counties.

And this is why the Stop The Trucks! Coalition is counting on your continued support now, more than ever.

Again, in order to maintain the benefits of our Agreement with Trash Materials, Inc., we ask that you not contribute to the Cuyama community's proposed litigation against the Diamond Rock Mine project.

Thank you.



For the Stop The Trucks! Coalition – The Executive Committee:

<p>Michael Shapiro – Chair Howard Smith – Co-Chair Tim Baird – Superintendent of Ojai Unified School System Scott Eicher – CEO – Ojai Chamber of Commerce</p>	<p>Stan Greene Dale Hanson Theresa Hartman Jeff Kyser – Executive Director – Los Padres Forest Watch Carol Smith – Ojai City Council</p>
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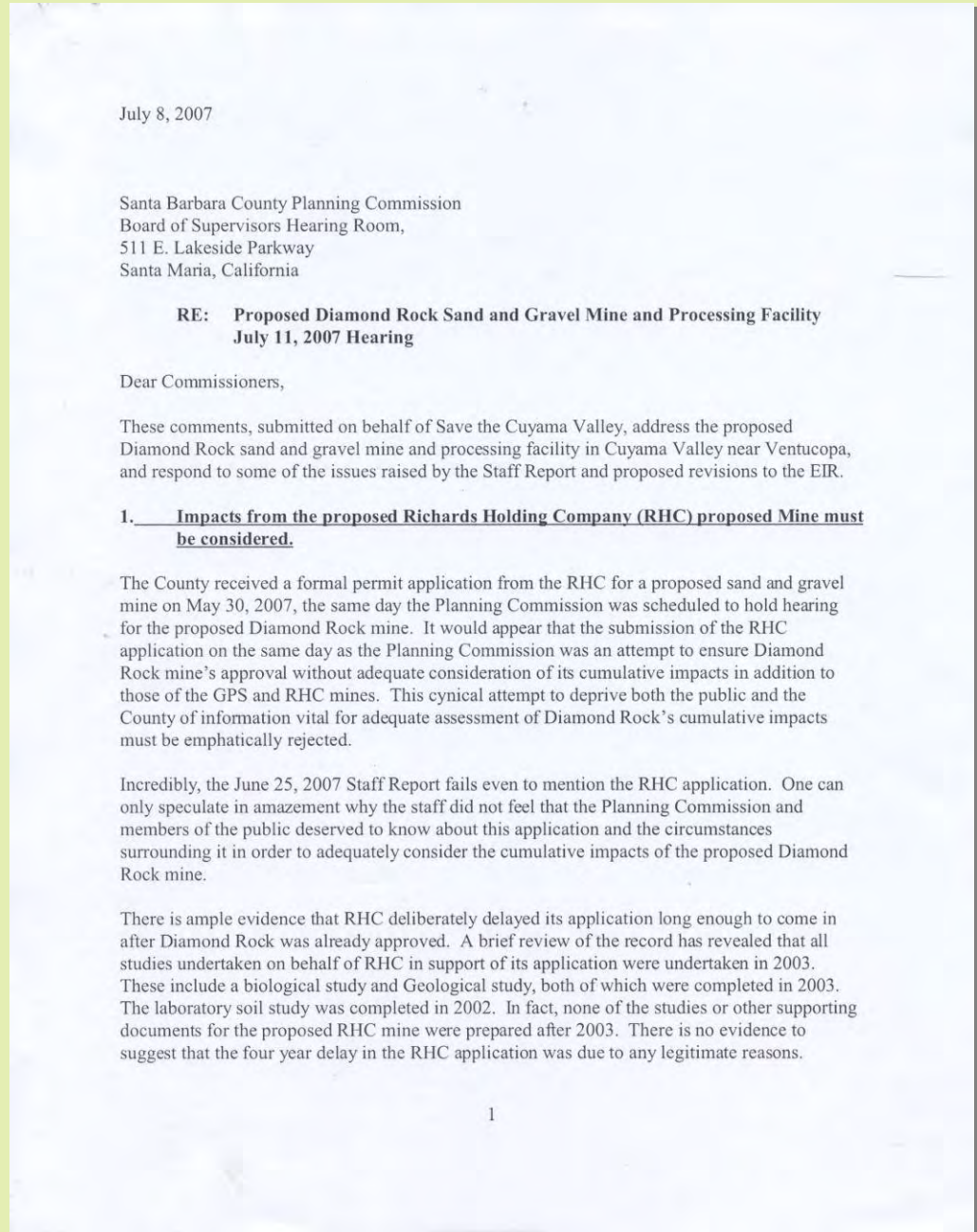
www.stoptrucksdiyrcad.com/ Page 2 of 18

# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Legal

- Engaged lawyer Babak Naficy



# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Legal

- Engaged lawyer Babak Naficy
- “Stop The Trucks” sponsored legal opinions

CHATTEN-BROWN & CARSTENS  
3250 OCEAN PARK BOULEVARD  
SUITE 300  
SANTA MONICA, CALIFORNIA 90405  
www.cbearthlaw.com

TELEPHONE: (310) 314-8040  
FACSIMILE: (310) 314-8050  
E-MAIL: JCB@CBCEARTHLAW.COM

May 29, 2007

By hand delivery, and  
Facsimile (805) 568-2030, and  
email: Cynthia@co.santa/barbara.ca.us

Santa Barbara County Planning Commission  
123 East Anapamu St.  
Santa Barbara, CA 93101-2058

Re: Diamond Rock Mine Project; (03CUP-00000-00037 & 03RP-00000-00002; 05EIR- 00000-00001)

Honorable Members:

We write on behalf of the Coalition to Stop the Trucks, which is a Ojai Valley based organization that was created to oppose the "industrialized" use of State Route (SR) 33 and the Ojai Valley by gravel and rock-mine transport trucks embarking from the Los Padres National Forest because of the impacts such trucks would have on the National Forest, recreational users, and the health, safety and environment of the entire Ojai Valley. This letter is preliminary, since we were only very recently retained by the group. We anticipate that we will provide further analysis. Also, this letter should be read in conjunction with the letter of this date from David Magney Environmental Consulting Company, also on behalf of the Coalition to Stop the Trucks, which addresses certain biological, traffic, and air quality impacts.

#### I. The Project

Clearly, this is a very controversial project. There were at least 300 individual comment letters on the project, and many governmental entities and organizations expressed deep concerns, or outright opposition, to the project. Such opposition is understandable. As described by the EIR, if the project is approved, aggregate would be extracted over a 30-year period from an 84-acre mining area located in the Cuyama River channel along State Route 33, approximately 5.9 miles southeast of its intersection with State Route 166. Material would be excavated from the riverbed using heavy mobile equipment and transported by trucks, scraper or conveyor. The maximum anticipated depth of the mine pit is 90 feet below ground surface. In addition to the mining, there would be at a 14.2-acre Processing Area adjacent to State Route 33.

#### II. Impacts to the National Forest and the River Corridor's Biological Resources

# POLITICS & RESOURCES

# Save the Cuyama Valley

## \* Technical

- Retained Hugo Loaiciga, Professor of Geography at UCSB to review the EIR

Loaiciga, Hugo A.

---

**Hugo A. Loaiciga, Ph.D., P.E.**

*Department of Geography  
University of California Santa Barbara CA 93106-4060 USA  
Tel: 805 893 8053; Fax: 805 893 3146  
[hugo@geog.ucsb.edu](mailto:hugo@geog.ucsb.edu) ; <http://www.geog.ucsb.edu/~hugo>*

August 2008

**EDUCATION:**

**Ph.D.**, Hydrology & Water Resources, University of California, Davis, June 1986.

**Master of Science**, Hydrology & Water Resources, University of California, Davis, June 1982.

**Bachelor of Science**, Civil Engineering, University of Costa Rica, San Jose, Costa Rica, February, 1979.

**FIELDS OF SPECIALIZATION**

**Hydrology/Water Resources:** Watershed hydrology; Sustainable water resource management; regional hydrogeology; stochastic hydrology; global-scale hydrologic processes;

**Natural Resources:** Natural and Man-made hazards; sustainable exploitation of natural resources; hydrologic environmental impact analysis and regional planning.

**Applied Mathematics/Statistics:** Experimental design; stochastic processes; time-series analysis; diffusion processes.

**PROFESSIONAL APPOINTMENTS**

**Professor of Geography:** Department of Geography, University of California, Santa Barbara. 1996 →

**Associate Professor:** Department of Geography, University of California, Santa Barbara, July 1992-1996.

**Assistant Professor:** Department of Geography, University of California, Santa Barbara, July 1988-June 1992.

**Water Commissioner:** City of Santa Barbara, California, February 1992-1998.

**Technical Advisor:** Casmalia Community Advisory Committee/California Department of Health Services, 1989-1990.

**Research Fellow:** Environmental Protection Agency, June 1988-September 1988.

**Hydrologic Consultant:** USEPA, USDOE, USDOJ, BCI Geonetics, Lebow Investment Co., Sycamore Mineral Springs Resort, Hope Ranch Park Homes, Mullen & Henzell L.L.P., Condor Environmental, Vincent Pictures, Inc., O2 Diesel Inc., M Papay Law Offices.

**Assistant Professor of Geological Sciences:** Wright State University, Dayton, Ohio, August 1986-resume.doc

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# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Technical

- Retained Hugo Loaiciga, Professor of Geography at UCSB to review the EIR

Loaiciga, Hugo A.  
June 1988.

**Postgraduate Research Hydrologist:** University of California, Davis, July 1983-June 1986.

**Associate in Statistics:** University of California, Davis, September 1984-August 1986.

**Research Assistant:** University of California, Davis, January 1982-June 1983.

**Supervising hydrologist:** Agronivelacion/Irrigation District of Moracia, Guanacaste, Costa Rica, December 1978-August 1980.

#### AWARDS AND PROFESSIONAL DISTINCTIONS

**Julian Hinds Award winner,** Environmental and Water Resources Institute & American Society of Civil Engineers. 2008

**Standards Development Committee Chair Recognition,** Environmental and Water Resources Institute, 2008

**Fellow,** American Society of Civil Engineers. 2007

**Initial Chairman,** EWRI/ASCE Standard Committee KSTAT on Fitting Hydraulic Conductivity with Skewed pdfs and Spatial Averaging of Hydraulic Conductivity, 2005 →

**Associate Editor,** *Journal of Hydrologic Engineering*, 2007-2009.

**Service to the Profession Award,** American Society of Civil Engineers and Environmental and Water Resources Institute, 2002.

**Diplômé de Langue Française,** Alliance Française, Paris, 2001.

**U.S. National Representative to the International Union of Geophysics and Geodesy,** Appointed by the National Research Council, 1996-2003.

**Chairman,** Task Committee on Effective Parameters in Ground Water Management, Am. Soc. of Civil Engineers, 1996-1999.

**Registered Professional Civil Engineer,** State of California, Lic. # C54328, 1995→

**Chairman,** Water Resources Systems Committee of the American Society of Civil Engineers, October 1994-September 1995.

**Chairman,** Board of Water Commissioners, City of Santa Barbara, July 1995- July 1996

**Member of the Executive Committee,** Hydrology Section of the American Geophysical Union, 1994-1996.

**Chairman,** Task Committee on Global Warming and the Hydrologic Cycle, Am. Soc. Civil Engineers, resume.doc

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# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Technical

- Retained Hugo Loaiciga, Professor of Geography at UCSB to review the EIR

Loaiciga, Hugo A.  
1992-94.

**Walter L. Huber Research Engineering Prize**, Am. Society of Civil Engineers and Conference of Engineering Research Foundations, 1994

**Editor**, *EOS*, Transactions of the American Geophysical Union, Hydrology Section, 1994-1996.

**Associate Editor**, *Water Resources Research*, 1988-1994.

**Associate Editor**, *Journal of Computing in Civil Engineering*, 1993.

**Best Papers Award**, Hydraulics Division, for best two papers: "Review of Geostatistics in Geohydrology" part 1 and part 2, in *Journal of Hydraulic Engineering*, 116(5), 612-652, 1991.

**University of California Regents Faculty Fellowship**, Board of Regents, The University of California, 1989.

**Research Fellow**, United States Environmental Protection Agency, Washington, D.C., Headquarters, 1988.

**Environmental Science and Engineering Fellow**, American Association for the Advancement of Science, Washington, D.C., 1988.

**Chairman**, Task Committee on Ground Water Quality Monitoring Network Design, Am. Soc. Civil Engineers, 1988-1990.

**Distinguished Scholar Fellowship**, University of California, Davis, 1984/1985.

#### SCHOLARLY PUBLICATIONS

2008. Loaiciga, H.A. Aquifer storage capacity and maximum annual yield from long-term aquifer fluxes. *Hydrogeology Journal*, 16(2), 399-403. [ARTICLE].
2008. Loaiciga, H.A. Phreatic surface in island aquifers with regular geometry and time-independent recharge and pumping. *Mathematical Geosciences*, 40, 199-211. [ARTICLE].
2008. Loaiciga, H.A. Cost recovery and conservation of residential water use by optimized block pricing. Proceedings of the World Environmental and Water Resources Congress, Honolulu, Hawaii, May 2008, ASCE Press, p. 1-13. [PROCEEDINGS ARTICLE].
2008. Loaiciga, H.A. Derivation of the Theis equation via Laplace transforms. *Ground Water*. [ARTICLE IN REVIEW].
2008. Meillier, L., Loaiciga, H.A., Clark, J.F. Ground water dating and flow-model calibration in the Kern Water Bank, California. *Journal of Hydrologic Engineering*. [ARTICLE IN PRESS].
2008. Loaiciga, H.A. et al. Standard Guideline for Fitting Saturated Hydraulic Conductivity Using Probability Functions. *ASCE Standard 50-2008*, ASCE Press, Reston, Virginia, in press [STANDARD OF PRACTICE].
2008. Loaiciga, H.A. et al. Standard Guideline for Estimating the Effective Saturated Hydraulic Conductivity. *ASCE Standard 51-2008*, ASCE Press, Reston, Virginia, in press [STANDARD OF PRACTICE].

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# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Technical

- Retained Hugo Loaiciga, Professor of Geography at UCSB to review the EIR
- Retained Robert Curry, Emeritus Professor Earth and Environmental Scientist UC (Berkeley, Santa Barbara, Santa Cruz)
- Tristan Zannon - UCSB Environmental Science major

Robert R. Curry, PhD,  
RPG  
Principal  
Geology, Hydrology and  
Soil Science  
*Watershed Systems*



600 Twin Lanes  
Soquel, California 95073  
831 4266131  
curry@ucsc.edu  
watershedssystem.com

Robert Curry is the Principal of Watershed Systems, a consulting rubric that he has operated since 1980. This consultancy focuses on Watershed Science which is seen as the interface between geomorphic and geologic processes, surface and groundwater hydrology, and ecologic processes operating at the watershed scale. Curry is an emeritus professor of earth and environmental sciences in the University of California system, having retired from full-time teaching at the University of California Santa Cruz in 1995. While continuing contract research through the UC System after 1995, he helped found and created a curriculum in Watershed Science in the Watershed Institute and Earth System Science at California State University Monterey Bay, where he has most recently taught Water Resources Law and Policy and other watershed and geology courses.

While employed as a university professor at U.C. Santa Barbara, U.C. Berkeley, and University of Montana, Curry served in numerous federal state and regional government and public service roles. These included Research Hydrologist with the U.S. Geological Survey, Science Advisor to the United States Senate Public Works Committee, and advisor to the Office of the US President's Science Advisor, California's Assembly Natural Resources Committee, several National Academy of Sciences and Engineering advisory panels, and the Ford Foundation funded National Coal Policy Project through Georgetown University. International efforts have included a research fellow status with the French National Academy, several Canadian advisory positions, and an ongoing research and public policy project with the Chilean government agricultural advisory organization FIA. In addition to faculty appointments, other academic roles have included chairing the research programs in the California Water Resources Center for over 10 years, serving as Provost of a U.C. Santa Cruz College, serving as Chair of a Santa Cruz academic department, and founding and directing research for the Watershed Institute at Cal-State Monterey. Public service roles have included Director of Research for the Sierra Club National Office, president of the California chapter of the Society for Ecological Restoration, and help drafting California's Forest Practices Act and U.S. Forest Service cumulative hydrologic effects guidelines.

Professor Curry has earned an international reputation through his work on geologic hazard evaluation, having publicly predicted the failure of the Teton Dam, halted

#### Education

- PhD – Rates and Forms of Mass Wasting and Climatic History of the Sierra Nevada, University of California Berkeley, 1967
- MSc – Geobotany and plant ecology of the Tenmile Range, Colorado, University of Colorado, 1961-62
- B.A. – Geology, University of Colorado, 1960

#### Registrations

- Professional Geologist – California #3295, 1971
- Certified Erosion Control Specialist - 1980

# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Technical

- Retained Hugo Loaiciga, Professor of Geography at UCSB to review the EIR
- Retained Robert Curry, Emeritus Professor Earth and Environmental Scientist UC (Berkeley, Santa Barbara, Santa Cruz)
- Tristan Zannon - UCSB Environmental Science major

construction of a major dam on the Aconcagua River in Chile based on probable geomorphic and hydrologic effects and seismic hazards, evaluated serious hazards associated with Chinese waterpower development schemes in China and Tibet, and publicly revealed flaws in safety of major projects in Canada (Revelstoke Dam on the Columbia River) and the United States (Richard B. Russell dam on the Savannah River, the Lawrence Livermore proposed BioWeapons Lab; the Diablo Canyon Nuclear Reactor in California, Ramparts Dam and Project Chariot, Alaska). Curry was able to assess the probable causes of the Santa Barbara oil spill of 1969 and predicted the 1989 Exxon Valdez disaster in Prince William Sound through the nation's first federal impact assessment in 1970. Through his US Senate advisory appointment, Curry was instrumental in stopping the proposed Lyons, Kansas nuclear waste repository and he helped write that seemingly insignificant section of the National Environmental Policy Act in 1969 [§102.2(c)] that requires an Environmental Impact Statement for major federal projects.

Dr. Curry has taught at the University of Alaska, the Geobotanisch Institut at Göttingen, College of the Atlantic in Maine and the University of Montana where he was a professor of geology, hydrology and glacial geology for ten years. Upon accepting the position of Provost at the University of California Santa Cruz in 1979, Curry returned to California and began teaching a wider variety of courses in Geomorphology, Soil Science, Wetland Delineation, Climate Change, Water Resources, Energy Resources, and quantitative environmental sciences.

Professor Curry was elected Fellow of the Geological Society of America in 1977, was appointed co-chair of the Georgetown University's Center for Strategic and International Studies' Coal Policy Project in 1976, and was appointed Provost at the University of California Santa Cruz in 1979 and a Packard Foundation Research Fellow at California State University in 1998. He has published over 100 professional watershed science, cumulative impact, climate history, and public policy papers, is a Registered California Geologist (#3258) and belongs to a wide variety of professional organizations in geological, biological, and ecological fields. After retiring from full-time university teaching, Dr. Curry is now consulting to State and local governments, tribal and foreign governments, and private parties, particularly for complex legal cases. Some of these have been reviewed and supported to the Supreme Courts of California and Montana and federal Courts of Appeal.

Between 1992 and 1996 Professor Curry directed and performed reconnaissance and detailed wetland delineations for the California Regional Water Quality Control Board Lahontan Region from the mountains of the Oregon border to the shores of the Colorado River in the Mojave Desert. Full Corps of Engineers three-criteria data sheets were assembled for several hundred sites that were mapped on over 1000 quadrangles, and detailed mapping with University of California students was completed in conjunction with the National Resource Conservation Service on 17,939 acres of the Bridgeport Valley and later with a research team on 18,450 acres from the Mono Basin to Crowley Lake. He continues to teach workshops on wetlands and land use for State and County regulators.

# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Technical

- Stop The Trucks (Ojai) technical advisor

## David Magney Environmental Consulting

P.O. Box 1346, Ojai, California 93024-1346 \* E-mail: david@magney.org  
805/646-6045 Voice \* 805/646-6975 FAX  
www.magney.org

29 May 2007

County of Santa Barbara  
Planning Commission  
Planning & Development  
123 E. Anapamu Street  
Santa Barbara, California 93101

**Subject: Diamond Rock Mine FEIR (03CUP-00000-00037 & 03RP-00000-00002 – SCH No. 2003121049 - 05EIR-00000-00001)**

Dear Planning Commissioners:

David Magney Environmental Consulting (DMEC) has been retained by the Stop the Trucks! Coalition and the California Native Plant Society (CNPS) to address a number of impacts of the proposed mining project near Ventucopa in northeastern Santa Barbara County. The Coalition is particularly concerned about the impact that trucks from the proposed mine, and others that are planned, will have on the quality of environment of the Ojai Valley. CNPS is concerned about the short and long-term impacts the project will have on native plants and natural vegetation. DMEC previously conducted a botanical survey of the project site as a subconsultant to Bumgardner Biological Consulting in 2003, and is familiar with the project site.

DMEC has reviewed the Final Environmental Impact Report (FEIR) and supporting documents. The Coalition and CNPS requested that DMEC specifically address issues related to Biological Resources, Traffic Safety, and Air Quality. DMEC has reviewed these issues and found that they were not adequately addressed in the EIR.

### BIOLOGICAL RESOURCES

Page 3.4-4, Section 3.4.2.1.8 **Occurrence of Aquatic Habitat**. The FEIR claims that the Cuyama River is "highly ephemeral", with flows "occurring for brief periods of time (days to several weeks) after rainfall events". This is a gross mischaracterization of the flow conditions of the Cuyama River.

The portion of the Cuyama River that flows between Ozena Valley and New Cuyama is best characterized as intermittent, as surface flows occur for long durations during all years but the driest years, such as 2006-2007. For example, personal observations by David Magney on a nearly biweekly basis between November 2005 to present found surface flows present just south of the Ventura County line all of the 2005, 2006, and through May 2007, including 24 and 29 May 2007. The river finally went underground in this reach of the Cuyama River in March 2007. As evidence, below are two photographs of the Cuyama River taken from State Route 33 in Ventura County about 3 miles south of the Ventura-Santa Barbara County line, taken on 26 April 2006, Figure 1, Photos of Cuyama River on 26 April 2006. In all but highly contaminated sites, surface waters that are present for more than two weeks almost always develop habitat for aquatic species of invertebrates and amphibians. Fishes could easily travel between perennial reaches of the Cuyama River in such flows as occurring in the photographs shown below.

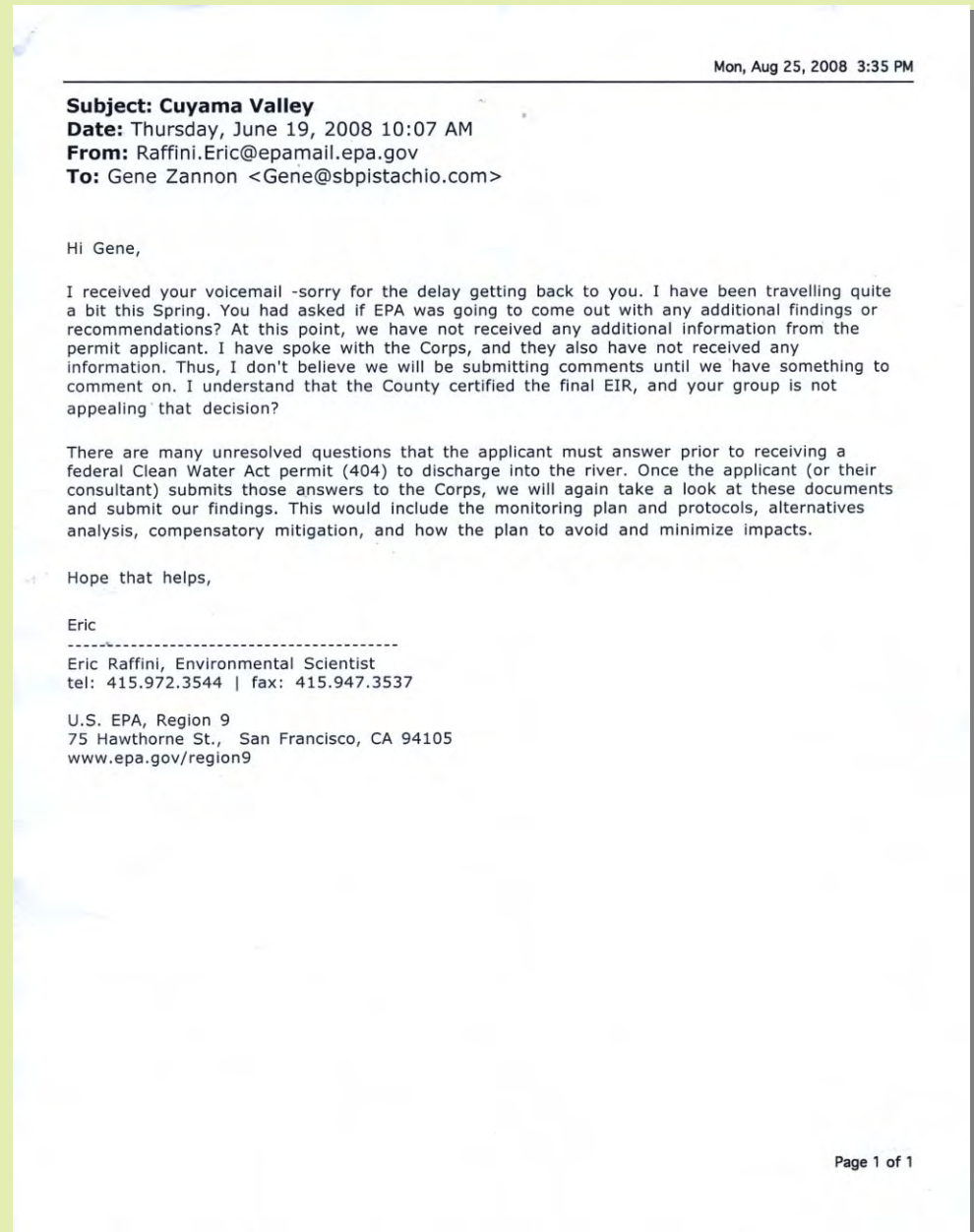
DMEC\_FEIR\_Comment\_Letter\_29May2007

# POLITICS & RESOURCES

## Save the Cuyama Valley

### \* Technical

- US Environmental Protection Agency
  - Concerns not yet addressed by Diamond Rock Mine in order to obtain their 404 permit.



# POLITICS & RESOURCES

## Diamond Rock

### \* Financial

- Troesh Ready Mix Inc.

### Troesh Ready Mix Inc

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**2280 Hutton Rd  
Nipomo, CA , 93444-9448**  
Phone: 805-928-3764  
FAX: 805-928-5294  
Website: [www.troeshreadymix.com](http://www.troeshreadymix.com)

**Products Description:**  
Manufactures ready-mixed concrete Concrete and cement and plaster, Concrete and mortars, Plasters, Cement and lime

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**Mobile Concrete Systems**  
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[www.webcrawler.com](http://www.webcrawler.com)

**Increase ReadyMix Profits**  
Use industry best practices to improve your bottom line.  
[www.redhillconsultinggroup.com](http://www.redhillconsultinggroup.com)

**Mobile Concrete Systems**  
Mobile Concrete Batch Plants Mobile Concrete Central Mix  
[www.cemcolinc.com](http://www.cemcolinc.com)

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# POLITICS & RESOURCES

## Diamond Rock

### \* Financial

- Troesh Recycling Inc.

RoXsand - Concrete Asphalt material recycling 8/28/08 10:01 AM





### Troesh Recycling, Inc. dba RoXsand

*"Where Our Customers Get Royal Treatment"*

- Home
- Company
- Why Recycle?
- Products and Services
- Calculators
- Contact

**RoXsand**  
2280 Hutton Road  
Nipomo, CA 93444

Main Line: 805-357-2288  
Fax Line: 805-928-1196

**Hours of Operation:**  
Monday thru Friday  
7:00am to 4:00pm

#### Here are some interesting facts about Recycling

- When structures made of concrete are to be demolished, concrete recycling is an increasingly common method of disposing of the rubble. Concrete debris was once routinely shipped to landfills for disposal, but recycling has a number of benefits that have made it a more attractive option in this age of greater environmental awareness, more environmental laws, and the desire to keep construction costs down.
- While Americans are accustomed to thinking about recycling their newspapers and beverage containers, the most widely recycled product in terms of both percentage and tonnage is actually asphalt pavement.
- Recycling is the practice of recovering used materials from the waste stream and then incorporating those same materials into the manufacturing process.
- Successful recycling also depends on manufacturers making products from recovered materials and, in turn, consumers purchasing products made of recycled materials. Do your part--"close the loop" and buy products made of recycled materials whenever possible.
- 80% of the asphalt pavement that's removed each year during widening and resurfacing projects is reused as part of new roads, roadbeds, shoulders and embankments.

Call our office @ 805.357.2288 for more information.

<http://www.roxsand.net/> Page 1 of 2



# POLITICS & RESOURCES

## Diamond Rock

### \* Financial

- Troesh Extended Family
  - Robertson's Ready Mix (CEO, Dennis Troesh)

#### A trucking fleet gets unwired help

**LAS VEGAS, NEVADA** - The largest ready mix producer in Southern California, Robertson's Ready Mix Ltd. (RRM), will outfit its expansive 700 trucks fleet with a General Packet Radio Service (GPRS) wireless system called the Trimble Telvisant Fleet Management System to improve RRM's fleet utilisation, monitor and manage individual trucks. The announcement was made at the recently concluded World of Concrete, the world's largest annual commercial construction show. All of its 700 trucks will be connected to a control centre via the wireless system.



The GPRS-based wireless system integrates with a customised dispatch software developed by

RRM to enable automatic vehicle status information. The Trimble Telvisant system is a complete solution that includes hardware, wireless connectivity, software and service. The automated system allows fleet managers to use location-based services to improve productivity. In addition, Telvisant is compatible with most dispatch and enterprise software products used by concrete producers.

This is a marked improvement compared to RRM's previous workflow. For example, in the past its fleet status systems was manually entered and demanded accurate and constant driver input in order to be effective.

The intent of the new system is to improved dispatch efficiency and driver productivity. New additions to the RRM fleet will be from McNeilus Companies Inc., a leading manufacturer of concrete mixers, concrete batch plants and refuse truck bodies. The Trimble vehicle-mounted GPRS wireless hardware will be factory installed by McNeilus on Robertson's new trucks while RRM will be performing the Trimble installation on its existing trucks.

"In order to compete in today's market, it is essential to take advantage of cutting edge tools that improve dispatch efficiency and driver productivity," said RRM's president Dennis Troesh. "By utilising Trimble's fleet management solution, our central dispatch and truck-tracking center will provide customers with accurate and timely information relating to deliveries. The ultimate goal is to improve operations and provide customers with quality products, competitive prices, and exceptional service tailored to their particular jobsite requirements."

To be efficient, ready mix concrete dispatchers must constantly check incoming customer orders against concrete production and delivery capacities. Historically, truck drivers have used radio, cell phones, or text messaging to send information to dispatchers. The

## POLITICS & RESOURCES

# Diamond Rock

## \* Financial

- Troesh Extended Family

### Mitsubishi Materials To Take Over US Concrete Firm Robertson's

Mitsubishi Materials said its US unit will raise its interest in California-based Robertson's Ready Mix to 70.0% by the end of this year from 33.3% to bolster the Mitsubishi group's cement business in the US.

MCC Development will purchase Robertson's shares worth \$900 million from the family of Dennis Troesh, the president of the US concrete maker.

The population of southern California, where Robertson's operates, is expected to grow, boosting local demand for ready-mixed concrete.

Robertson's was founded in 1992 and employs about 1,800 workers. Its sales in the year ended last December are estimated at \$800 million.

$$37.7\% = \$900,000,000$$

$$100\% = \$2.43 \text{ Billion}$$

# POLITICS & RESOURCES

## Diamond Rock

### \* Political

- Troesh Extended Family

OpenSecrets | Donor Lookup: Find Individual and Soft Money Contributors 9/11/08 11:36 AM



**Results:**

**Search Criteria:**  
 Donor name: troesh  
 Cycle(s) selected: All  
[Start another search](#)

Sort by Name  
 Sort by Date (Descending)  
 Sort by Amount

93 records found in 5.472 seconds.  
 Total for this search: \$124,000

[1](#) [2](#) [Next](#)

Contributor	Occupation	Date	Amount	Recipient
TROESH, CAROL CORONA, CA 92682	HOMEMAKER	7/20/04	\$2,000	Jones, Bill (R)
TROESH, CAROL L MRS RIVERSIDE, CA 92506	HOMEMAKER	10/14/03	\$2,000	Bush, George W (R)
TROESH, CAROL MRS CORONA, CA 92682	HOMEMAKER/HOMEMAKER	4/12/07	\$2,300	Calvert, Ken (R)
TROESH, CAROL MRS CORONA, CA 92682	HOMEMAKER/HOMEMAKER	4/12/07	\$2,300	Calvert, Ken (R)
TROESH, CAROL MRS CORONA, CA 92682	HOMEMAKER/HOMEMAKER	8/23/05	\$2,100	Calvert, Ken (R)
TROESH, CAROL MRS CORONA, CA 92682	HOMEMAKER/HOMEMAKER	4/18/06	\$2,100	Calvert, Ken (R)
TROESH, CAROL MRS RIVERSIDE, CA 92509	INFO REQUESTED	11/5/99	\$1,000	Bush, George W (R)
TROESH, CARRIE L RIVERSIDE, CA 92506		9/30/99	\$1,000	Bush, George W (R)
TROESH, CINDY MRS RIVERSIDE, CA 92506	NONE/HOMEMAKER	2/29/08	\$2,300	Calvert, Ken (R)
TROESH, CINDY MRS RIVERSIDE, CA 92503	SANTA ROSA DEVELOPERS/DESIGNER	10/14/03	\$2,000	Bush, George W (R)

<http://www.opensecrets.org/indivs/search.php?name=troesh&state=&zip=&employ=&card=&all=Y&sort=N&caocode=4z&submit=Submit> Page 1 of 4


# POLITICS & RESOURCES

## Diamond Rock

### \* Legal

- Kerry Shapiro of Jeffer, Mangels, Butler & Marmaro LLP

Loading "Zoominfo Web Profile: Kerry Shapiro" 8/27/08 10:30 PM



**Kerry Shapiro** This is Me  
**Partner**

Jeffer , Mangels , Butler & Marmaro LLP  
 San Francisco, California  
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Please Note: This profile was automatically generated using 22 references found on the Internet. This information has not been verified. Learn more...

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**Partner**  
 Land Use & Zoning Groups  
 Headquarters Address:  
 Website: [www.cohenandwolf.com](http://www.cohenandwolf.com)

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**Partner**  
 Butler & Marmaro , LLP  
 Headquarters Address:

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**Web References** [View all 22 references](#)

**1. Jeffer, Mangels, Butler & Marmaro, LLP**  
[www.jmbm.com/index.cfm?event=fa](http://www.jmbm.com/index.cfm?event=fa) - [Cached]  
 Published on: 4/29/2008 Last Visited: 4/29/2008

[Kerry Shapiro Jeffer, Mangels, Butler & Marmaro, LLP](#)  
 ...  
[Kerry Shapiro Partner](#)  
 ...  
 Kerry Shapiro leads the Firm's Government, Land Use & Zoning, Environment and Energy Department in the San Francisco office. Kerry has a comprehensive government, land use, environment, and natural resources practice, emphasizing permitting, environmental compliance, public land transactions, and related litigation, at federal, state, and local levels.

He has extensive experience working with the National Environmental Policy Act, the California Environmental Quality Act, Federal and State Endangered Species Acts, the Mineral Materials Act, the Mining Law of 1872, the California Surface Mining and Reclamation Act, California Water Law, zoning, general plan, variance and use permit processes, administrative appeals, and both administrative mandamus and general environmental litigation. Kerry performs these services on behalf of a variety of international and domestic corporations, emphasizing the building materials and development industries, pursuing multi-jurisdictional mineral resource extraction and land development projects.

...  
[Kerry Shapiro](#)  
 ...  
[Kerry Shapiro](#)

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**2. www.jmbm.com**  
[www.jmbm.com/index.cfm?event=fa](http://www.jmbm.com/index.cfm?event=fa) - [Cached]  
 Published on: 3/10/2007 Last Visited: 3/10/2007

[Kerry Shapiro](#)

**3. P&Q Editor's Blog: Major Federal Decision**

http://www.zoominfo.com/Search/PersonDetailPrint.aspx?personID=137318093&print=1 Page 1 of 3

# POLITICS & RESOURCES

## Diamond Rock

### \* Legal

- Mr. Shipiro lead lawyer  
Cemex vs. City of Santa  
Clarita.

## Cemex and the City: Between a Rock and a Hard Place

by Chris Austin

Originally published on [www.scvtalk.com](http://www.scvtalk.com) <<http://www.scvtalk.com>>  
Reprinted by permission

Cemex issued a press release earlier this month intended to refute the information given by the City of Santa Clarita regarding the proposed Cemex mine in Soledad Canyon. Susana Duarte, VP of Communications and Community Relations of Cemex, stated, "Cemex will provide straight talk, not misinformation about the project. We are mailing information to residents and creating a special mini-Web site to provide facts about the project. Our goal is to make sure residents can make informed and educated decisions regarding this project that are based on facts that have been verified by numerous studies, officials, and authorities."

### **A Summary of Cemex's Press Release & the City's Efforts**

Cemex contends that the proposed project is not the largest sand and gravel mine in the LA County area, let alone the whole country, but that there are five other mines in the San Gabriel Valley that are similar in size or larger than the project. Cemex is bound by the consent decree to mine not more than 69.2 million tons of sand and gravel over 20 years in order to produce a total of 56.1 million tons per year. The project is permitted to produce between 1.4 & 5 million tons each year.

# POLITICS & RESOURCES

## Diamond Rock

### \* Technical

- Mr. Larson  
(URS Engineer)

URS - About URS Corp 8/25/08 2:38 PM

Aug 25 4:01 PM NYSE: URS 45.41 (-0.42) Contact Us Locations Search  GO  
(Delayed by 20 minutes)

**URS**

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Industry Rankings

Health, Safety & Environment

Small Business Program

Locations

**HEADQUARTERS**

800 Montgomery Street, 26th Floor  
San Francisco, CA 94111-2728 USA  
+1.415.774.2700  
+1.415.398.1905 fax

**KEY FACTS**

In Operation Since: 1904


Number of Employees: More than 50,000

FY2007 Revenues: \$5.4 Billion

NYSE Symbol: URS

Locations: Offices in 34 Countries

[2007 Annual Report](#)



**Corporate Overview Video**


[View Windows Media](#)

**REGIONAL SITES**

Europe:  
[www.urscorp.com](http://www.urscorp.com)

Asia / Pacific:  
[www.ap.urscorp.com](http://www.ap.urscorp.com)

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URS is one of the largest, global, fully integrated engineering, construction and technical services firms with the capabilities to support the full project life cycle. We offer professional planning, design, environmental, construction, program and construction management, operations and maintenance, management and a wide range of specialized technical services. We provide services for transportation, power, industrial infrastructure and process, environmental and nuclear management, facilities, water/wastewater, mining, and defense and security programs.

With more than 50,000 employees in a network of offices in major cities in the Americas, Asia-Pacific, the Middle East and Europe, our broad-based expertise is a valued resource for federal, state and local government agencies, as well as *Fortune* 500 and other private industry clients worldwide.

URS is organized into three divisions:

The URS Division provides planning, design and program and construction management services for all types of transportation and water resources infrastructure, as well as for healthcare complexes, schools, courthouses and other public buildings. The URS Division also provides engineering and environmental services to *Fortune* 500 companies worldwide. Through our URS Division, we also design aircraft hangars and other military facilities, remediate hazardous waste sites at military installations and provide the full range of services for Base Realignment and Closure (BRAC) programs.

The EG&G Division primarily serves U.S. federal government clients, including the Departments of Defense and Homeland Security. The Division provides systems engineering and technical assistance for the development of weapons systems, and maintains and repairs vehicles and other military equipment to extend their service life. The Division also provides logistics support and installation management services, trains military pilots and conducts homeland security preparedness exercises in communities throughout the United States.

The Washington Division provides engineering, construction and management solutions for infrastructure, power, mining, oil and gas, industrial/process and defense projects. The Division specializes in design-build and design-build-operate-maintain services for transportation systems and provides engineering, construction, modification and maintenance expertise for every form of power-generating facility. Through our Washington Division, we also manage high-risk, technically

# POLITICS & RESOURCES

## Diamond Rock

### \* Facilitator

- John Hecht  
(CEO, West Coast  
Environmental  
Engineering)



**WEST COAST**  
ENVIRONMENTAL  
AND ENGINEERING

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21550 Oxnard Street  
Suite 300  
Woodland Hills, CA 91367  
Phone 818/224-6628  
Fax 818/224-6629

[www.wcenviro.com](http://www.wcenviro.com)

Ozena Valley Ranch Mine  
Project Description  
Aggregate Surface Mine and  
Processing Facility  
Land Use Permit 04-0055 /  
Conditional Use Permit 5170  
Modification No. 2

**Location:**  
Lockwood Valley Road/East of State Route 33  
Ventura County, CA

*Submitted to:*

County of Ventura  
RMA-Planning Division  
800 South Victoria Avenue  
Ventura, CA 93009

*Contact Person: Mr. Pat Richards (805-654-5192)*

*Applicant:*

Ozena Valley Ranch  
Star Route One  
P.O. Box 154  
Maricopa, CA 93252

*Contact Person: Mr. Tony Virgilio (661-766-2521)*

*Prepared by:*

West Coast Environmental  
and Engineering  
1838 Eastman Avenue, Suite 200  
Ventura, CA 93003

*Contact Person: Mr. John Hecht (805-644-7976)*

**Revised January 2, 2008**

# POLITICS & RESOURCES

## Diamond Rock

### \* Facilitator

- John Hecht  
(CEO, West Coast  
Environmental  
Engineering)

CONTINUE TO SEPTEMBER 11, 2003 – Negative Declaration (MMMP) – (SD #1) – *Derrel's Mini Storage by Marino and Associates #P03270*. HEARING OPENED; THIS CASE WAS CONTINUED TO SEPTEMBER 11, 2003.

#### ENFORCEMENT PROCEEDINGS:

Sp/Zi  
4 Ayes  
1 Ab/Ba

Res. #135-03

10. CONDITIONAL USE PERMIT #20, MAP #237 – Consideration of various enforcement actions, including, but not limited to, permit revocation for reasons of noncompliance with an approved Surface Mining Permit and Reclamation Plan for Frazier Park Sand and Gravel (State Mine ID 91-15-0081) (Conditional Use Permit 20, Map 237; Resolution 126-88; approved August 25, 1988), in an E (5) RS (Estate - 5 acres - Residential Suburban Combining) District – North side of Frazier Mountain Park Road, approximately one mile east of Frazier Park – **STAFF RECOMMENDATION: ADOPT THE FINDINGS CONTAINED IN THE DRAFT RESOLUTION; REVOKE THE SURFACE MINING PERMIT; ORDER IMMEDIATE COMMENCEMENT OF SITE RECLAMATION AND REQUIRE THAT ALL STRUCTURES, VEHICLES, AND EQUIPMENT NOT RELATED DIRECTLY TO SITE RECLAMATION, AS DETERMINED BY THE PLANNING DIRECTOR, TO BE REMOVED WITHIN 90 DAYS FROM THE EFFECTIVE DATE OF THIS DECISION** – Categorically Exempt, Section 15308 – (SD #4) – *Kern County Planning Department (Frazier Park Sand and Gravel)*. HEARING OPENED; **JOHN HECHT, WITH WEST COAST ENVIRONMENTAL AND ENGINEERING, REPRESENTED MR. BOB JOHNSON THE OPERATOR OF THE FRAZIER PARK SAND AND GRAVEL OPERATION.** HE STATED THAT THE ADVERSE IMPACT ON THE BRIDGE IS A PROBLEM WITH THE BRIDGE ITSELF ALTHOUGH THE SITUATION HAS BEEN AGGRAVATED BY THE MINE. HE STATED THAT CONTINUED MINING WAS NOT FEASIBLE. HE REQUESTED THE MINE OPERATOR BE ALLOWED 120 DAYS RATHER THAN THE 90 DAYS RECOMMENDED BY STAFF FOR REMOVAL OF ALL STRUCTURES, VEHICLES, AND EQUIPMENT NOT RELATED DIRECTLY TO SITE RECLAMATION. PUBLIC TESTIMONY WAS CLOSED AND OPENED FOR COMMISSIONER COMMENT AND ACTION. IN RESPONSE TO COMMISSIONER SPRAGUE'S INQUIRY, STAFF STATED THE COUNTY IS RESPONSIBLE FOR MAINTENANCE OF THE BRIDGE. COMMISSIONER SPRAGUE MADE A MOTION TO REVOKE THE SURFACE MINING PERMIT, ORDER IMMEDIATE COMMENCEMENT OF SITE RECLAMATION, AND REQUIRE THAT ALL STRUCTURES, VEHICLES, AND EQUIPMENT NOT RELATED DIRECTLY TO SITE RECLAMATION TO BE REMOVED, ALLOWING THE 120 DAYS AS REQUESTED BY MR. HECHT. COMMISSIONER ZIMMERMAN SECONDED THE MOTION, AND THE MOTION CARRIED.

#### COMMISSION MEMBER ANNOUNCEMENT OR REPORTS:

COMMISSIONER SPRAGUE ASKED STAFF ABOUT THE KERN COUNTY GENERAL PLAN UPDATE WORKSHOPS. STAFF INFORMED THE COMMISSION THAT ALL WORKSHOPS HAD BEEN HELD AND NO ADDITIONAL WORKSHOPS WERE SCHEDULED. THE COMMENT PERIOD FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT HAD BEEN EXTENDED.



# ECONOMICS

## We Don't Need The Gravel

- San Luis Obispo County: 41 existing mines, 10 mines in new permit process

Exhibit B

MINE ID	MINE NAME	MINE OPERATOR	LEAD AGENCY
91-10-0002	HARTZELL RANCH SANTA RITA STON	HARTZELL RANCH	SAN LUIS OBISPO - COUNTY
91-40-0003	SANTA MARGARITA	HANSON AGG - MID. PACIFIC, INC.	SAN LUIS OBISPO - COUNTY
91-40-0004	TORRESI READY MIX, INC.	TORRESI READY MIX, INC.	SAN LUIS OBISPO - COUNTY
91-40-0005	HARTZELL RANCH RED ROCK QUARRY	W.W. HARTZELL, JR.	SAN LUIS OBISPO - COUNTY
91-40-0006	BRIGHELLI PIT	DANON-DARCLA	SAN LUIS OBISPO - COUNTY
91-40-0008	QUEBRA PIT	DALE GUEREA	SAN LUIS OBISPO - COUNTY
91-40-0009	ROSEPLACE PIT	ANNA MAININI	SAN LUIS OBISPO - COUNTY
91-40-0010	CAMBRIA PIT	NEGRANTI CONSTRUCTION	SAN LUIS OBISPO - COUNTY
91-40-0011	WHALE ROCK PIT	NEGRANTI CONSTRUCTION	SAN LUIS OBISPO - COUNTY
91-40-0012	LAMB RED ROCK PIT	NEGRANTI CONSTRUCTION	SAN LUIS OBISPO - COUNTY
91-40-0013	ROCKY CANYON	UNION ASPHALT, INC.	SAN LUIS OBISPO - COUNTY
91-40-0014	SISQUOC MINING OPERATION	UNION ASPHALT, INC.	SAN LUIS OBISPO - COUNTY
91-40-0015	MILLER MINE	UNION ASPHALT, INC.	SAN LUIS OBISPO - COUNTY
91-40-0016	TIBER CANYON SAND PIT	R. BURKE CORPORATION	SAN LUIS OBISPO - COUNTY
91-40-0019	LIME MOUNTAIN COMPANY	LIME MOUNTAIN COMPANY	SAN LUIS OBISPO - COUNTY
91-40-0021	NORTH RIVER ROAD PIT	VIBORO SAND & GRAVEL, INC.	SAN LUIS OBISPO - COUNTY
91-40-0022	MOUNTAIN SPRINGS SHALE PIT	VIBORO SAND & GRAVEL, INC.	SAN LUIS OBISPO - COUNTY
91-40-0024	FRIDOM RANCH PIT	MADRONA CONSTRUCTION CO.	SAN LUIS OBISPO - COUNTY
91-40-0026	BLANCHI PIT	WINSOR CONSTRUCTION	SAN LUIS OBISPO - COUNTY
91-40-0027	NAVAJO ROCK & SAND - NAVAJO CR	NAVAJO CONCRETE	SAN LUIS OBISPO - COUNTY
91-40-0028	HUASNA RIVER PIT	SAN LUIS OBISPO COUNTY	SAN LUIS OBISPO - COUNTY
91-40-0029	NORTH RIVER ROAD MINE	SAN LUIS OBISPO COUNTY	SAN LUIS OBISPO - COUNTY
91-40-0031	CAMBRIA ROCK	CAMBRIA ROCK	SAN LUIS OBISPO - COUNTY
91-40-0034	TEMPLETON/ROMONDE	M. J. HERRMCK & WILLCO ASSOC.	SAN LUIS OBISPO - COUNTY
91-40-0035	BEECHAM RED ROCK PIT	J.L. BEECHAM	SAN LUIS OBISPO - COUNTY
91-40-0036	OCEANO SAND COMPANY	OCEANO SAND COMPANY	SAN LUIS OBISPO - COUNTY
91-40-0038	FALCHETTI PIT	DECHANCE CONSTRUCTION CO., INC.	SAN LUIS OBISPO - COUNTY
91-40-0039	3/8 RANCH PIT	3/8 RANCH PIT	SAN LUIS OBISPO - COUNTY
91-40-0041	RANCHO SAN SIMON	RANCHO SAN SIMON	SAN LUIS OBISPO - COUNTY
91-40-0042	SYCAMORE ROAD PIT	BURDEN SAND & GRAVEL	SAN LUIS OBISPO - COUNTY
91-40-0043	ASSOYO DEL OSES BEACH	WINSOR CONSTRUCTION	SAN LUIS OBISPO - COUNTY
91-40-0044	BARRETT PIT	BARRETT BROTHERS PIT	SAN LUIS OBISPO - COUNTY
91-40-0045	GRUB RANCH QUARRY	HARLEY GREEN STONE CO.	SAN LUIS OBISPO - COUNTY
91-40-0046	NEBUTT	UNION ASPHALT, INC.	SAN LUIS OBISPO - COUNTY
91-40-0049	FARMING CAMP	DARRELL TWISSELMAN	SAN LUIS OBISPO - COUNTY
91-40-0050	CALIFORNIA VALLEY MINE	DARRELL TWISSELMAN	SAN LUIS OBISPO - COUNTY
91-40-0051	HARTZELL RANCH	W.W. HARTZELL, JR.	SAN LUIS OBISPO - COUNTY
91-40-0052	CRESTON PIT	UNION ASPHALT, INC.	SAN LUIS OBISPO - COUNTY
91-40-0053	MELIROLLIN PIT	GLEN MELIROLLIN	ATASCADERO - CITY
91-40-0054	109 NORTH RIVER ROAD	VIBORO SAND & GRAVEL, INC.	PASO ROBLES - CITY
91-40-0055	SALINAS RIVER BORZOW PIT	CITY OF PASO ROBLES	PASO ROBLES - CITY
91-40-0056	LINE OAK	WILLCO/FERMRECK	

PERMITTING:

Page 1 of 1

# ECONOMICS

## We Don't Need The Gravel

- Kern County: 9 mines
- Santa Barbara County: 18 mines, 3 in permit process

2016 mines Santa Barbara & Kern county

01-15-0014	CAJCITE	CALIFORNIA PORTLAND CEMENT CO	KERN - COUNTY
01-15-0015	BOWMAN MINE	ASPHALT CONSTRUCTION CO. INC.	KERN - COUNTY
01-15-0024	ARVIN PIT	GRANITE CONSTRUCTION COMPANY	KERN - COUNTY
01-15-0025	JAMES ROAD PIT & MILL	HANSON AGGREGATES WEST. INC.	KERN - COUNTY
01-15-0028	CACTUS QUEEN	CALIFORNIA PORTLAND CEMENT CO.	
01-15-0028	JAMES ROAD	GRANITE CONSTRUCTION COMPANY	KERN - COUNTY
01-15-0037	WHEELER ROGE		VII CAN MATS/ALS/CALMAT DIV/SI
01-15-0038	COOPER PIT #2	STANLEY COOPER	KERN - COUNTY
01-15-0041	CALMAT/SAN EMIGDIO	VULCAN MATERIALS/CALMAT DIV/SI	KERN - COUNTY
01-15-0039	MATERIALS SITE #246	CALTRANS	KERN - COUNTY
01-15-0050	MATERIALS SITE #252	CALTRANS	KERN - COUNTY
01-40-0019	PALMING CAMP	DARRELL TWISSELMAN	SAN LUIS OBISPO - COUNTY
01-40-0020	CALIFORNIA VALLEY MINE	DARRELL TWISSELMAN	SAN LUIS OBISPO - COUNTY
01-42-0001	LIVE OAK SHALE QUARRY	DANIELS EQUIPMENT, INC.	SANTA BARBARA - COUNTY
01-42-0003	SISQUOC	HANSON AGG MID PACIFIC	SANTA BARBARA - COUNTY
01-42-0004	PARKS SAND PIT	PARKS LAND & CATTLE CO., INC.	SANTA BARBARA - COUNTY
01-42-0006	BER ROCK QUARRY	GRANITE CONSTRUCTION COMPANY	SANTA BARBARA - COUNTY
01-42-0007	LOMPOC PLANT	CELITE CORPORATION	SANTA BARBARA - COUNTY
01-42-0008	COLSON QUARRY	G. ANTONINI & SON	SANTA BARBARA - COUNTY
01-42-0009	TEPUSQUET QUARRY	G. ANTONINI & SON	SANTA BARBARA - COUNTY
01-42-0011	ACDN RANCH SITE 1 ACDN RNC	SEPULVEDA BUILDING MATERIALS L	SANTA BARBARA - COUNTY
01-42-0014	SISQUOC MINING OPERATION	UNION ASPHALT INC.	SANTA BARBARA - COUNTY
01-42-0016	BUELLFLAT ROCK COMPANY, INC.	BUELLFLAT ROCK CO.	SANTA BARBARA - COUNTY
01-42-0019	PALOS COLORADOS & MOQUELITO	CELITE CORP	SANTA BARBARA - COUNTY
01-42-0020	ELLWOOD RANCH QUARRY	SANTA BARBARA SAND	SANTA BARBARA - COUNTY
01-42-0021	EL FARO	MORRISON EQUIPMENT	SANTA BARBARA - COUNTY
01-42-0022	BUELLTON PIT	GRANITE CONSTRUCTION COMPANY	SANTA BARBARA - COUNTY
01-42-0023	VENTUCOPA PLANT	GENERAL PRODUCTION SERVICE, INC	SANTA BARBARA - COUNTY
01-42-0024	GRSDERSEN PIT	SOLVANG SAND CO.	SANTA BARBARA - COUNTY
01-42-0025	V & J MINE	V & J ROCK TRANSPORT, INC.	LOMPOC - CITY
01-42-0025	CITY OF SANTA MARIA PWD	CITY OF SANTA MARIA PWD	SANTA MARIA - CITY

Finalist:

Page 1 of 1

# ECONOMICS

## We Don't Need The Gravel

- Ventura County: 24 mines, 2 in repermit process

91-56-0001	RIDGELITE	PACIFIC CUSTOM MTRLS, INC.	VENTURA - COUNTY
91-56-0004	VENTURA RIVER	HANSON AGG-WEST, INC.	VENTURA - COUNTY
91-56-0007	EL RIO	HANSON AGG-WEST, INC.	VENTURA - COUNTY
91-56-0008	SATICCOY	HANSON AGG-WEST, INC.	VENTURA - COUNTY
91-56-0009	GRIMES CANYON QUARRY	BEST ROCK	VENTURA - COUNTY
91-56-0010	RED ROCK	BEST ROCK PRODUCTS	VENTURA - COUNTY
91-56-0011	GRIMES CANYON QUARRY	A.J. SANDERS	VENTURA - COUNTY
91-56-0013	PACIFIC ROCK, INC.	BLUE STAR MATERIALS	VENTURA - COUNTY
91-56-0014	BESPIC ROCK QUARRY	CEMSX, INC.	VENTURA - COUNTY
91-56-0015	MOORPARK	TAPO ROCK AND SAND, INC.	VENTURA - COUNTY
91-56-0016	TAPO ROCK AND SAND, INC.	LEIGH SOUTHWEST CEMENT	VENTURA - COUNTY
91-56-0017	CUYAMA GYPSUM DEPOSIT	COWPAN	VENTURA - COUNTY
91-56-0018	SATICCOY PLANT	CALMAT COMPANY	VENTURA - COUNTY
91-56-0019	FERRIS - SATICCOY	CALMAT COMPANY	VENTURA - COUNTY
91-56-0021	TAPO CANYON MINE	P.W. GILBRAND CO/DCS	VENTURA - COUNTY
91-56-0022	FRUITVALE	CCRP	VENTURA - COUNTY
91-56-0024	ROSE AVENUE - SATICCOY	SOUTHDOWN CA AGG	VENTURA - COUNTY
91-56-0025	THE OJAI QUARRY	CALMAT CO.	VENTURA - COUNTY
91-56-0026	EL RIO - PLANT	SCHMIDT CONSTRUCTION, INC.	VENTURA - COUNTY
91-56-0027	BRIGGS ROAD - PLANT	HANSON AGG WEST, INC.	VENTURA - COUNTY
91-56-0028	WAYNE J SAND & GRAVEL	SULLY-MILLER CONTRACTING	VENTURA - COUNTY
91-56-0029	TOLAND PARK	CC	VENTURA - COUNTY
91-56-0030	GRIMES CANYON CLAY	WAYNE J. SAND & GRAVEL, INC.	VENTURA - COUNTY
91-56-0032	REMOVAL	COUNTY OF VENTURA	VENTURA - COUNTY
	GRIMES ROCK	SANTA CLARA VALLEY AG DEV.	VENTURA - COUNTY
		CC	VENTURA - COUNTY
		GRIMES ROCK, INC.	VENTURA - COUNTY
91-56-0033	OZENA VALLEY RANCH	OZENA VALLEY RANCH	

# ECONOMICS

## We Don't Need The Gravel

- Projected gravel needs through August 2036 for Santa Barbara and San Luis Obispo Counties

Permitted 77 million short tons / need 243+ = 31.7% Permitted Aggregate 2006 – 2056

Projected  
 Population Projections: 1/2009 – 7/2036 Dept. of Conservation California Geological Survey  
 2009 → 7/2036  
 671,699 → 797,155 + 16,205 (813,360)

= 141,661 projected population increase 1/2009 – 7/2036  
 S.B. & S.L.O. Counties

Updated population projection

Santa Barbara County (7/07 SBCAG)	58,637	(430,200 – 487,000 + 1837)
San Luis Obispo County (2007 CA Dept. of Finance)	54,875	(269,734 – 316,613 + 7996 (7/36))
	<u>113,512</u>	

141,661 – 113,512 = 28,149 (19.85%) decrease in population projected 2009 – 7/2036

Projected Aggregate Consumption  
 2009 → 7/2036  
 110.2 + 16.1 = 126.3  
 (2009 – 2033 + 1/34 – 7/36)

80.15%

Population Decrease (19.85%) x 126.3 = 101.2 needed based on updated projection through 7/2036

Aggregate Projected Needs → 7/2036  
 Current Available Permitted Available  
 101.2 / 77 = 76.0% permitted now or enough supply through ± 2025

With Addition: GPS x 2 (6.9) 101.2 / 83.9 = 82.9%  
 Diamond Rock (13.8) 101.2 / 97.7 = 96.5%  
 Richards Holdig (13.8) 101.2 / 111.5 = 113.6%

Does not include:  
 Ozena  
 3 new permits in S.L.O.  
 Union Asphalt 80 years, unlimited mining  
 Charge in demand per person in response to global warming

# ECONOMICS

## We Don't Need The Gravel

- Yearly Population Projections through 2038 San Luis Obispo-Santa Barbara PCC Region

Table 10. Projected aggregate consumption through the year 2038 for the San Luis Obispo-Santa Barbara PCC Region. Five-year per capita consumption = 30.0 tons/person. One-year per capita consumption = 6.0 tons/person.

YEARS	PROJECTED AVERAGE YEARLY POPULATION*	PROJECTED AGGREGATE CONSUMPTION ALL AGGREGATE (million tons)	PROJECTED AGGREGATE CONSUMPTION PCC AGGREGATE (million tons)**
1989-1993	532,352	16.0	5.9
1994-1998	572,724	17.2	6.4
1999-2003	608,734	18.3	6.8
2004-2008	640,334	19.2	7.1
2009-2013	671,699	20.2	7.5
2014-2018	703,063	21.1	7.8
2019-2023	734,427	22.0	8.2
2024-2028	765,792	23.0	8.5
2029-2033	797,155	23.9	8.8
2034-2038	828,520	24.9	9.2
TOTALS		205.8	76.2

\* Population projections for the years 1989-2020 are from the California Department of Finance (1986). Population data for the years 2021-2038 are linear projections from the Department of Finance data.

\*\* This figure is based on the fact that 37 percent of the aggregate consumed from 1960 to 1987 was used in PCC (Table 11).

27.7 years

110.2 + 16.1 = 126.3 M. tons  
 = 27.7 years  
 = 6.0 tons per capita  
 Diamond Reef GPS x 50%  
 13.8  
 6.9  
 13.8  
 34.5  
 = 88.7%

171,182 new people 77 + 35 = 112

annual per capita consumption rate of 6.0 tons (the average annual per capita consumption rate for the years 1960-1987) and (2) the projected population of the region through the year 2038 (Table 10). The total PCC aggregate demand through the year 2038 is based on historic PCC aggregate consumption. The average percentage of total aggregate consumption used as PCC aggregate was calculated using data from the years 1960-1987. For the San Luis Obispo-Santa Barbara P-C Region, the average historic percentage of PCC aggregate use has been 37 percent of the total aggregate consumption (Table 11).

Population projections for the years 1988 to 2020 (Figure 8) were obtained from the California Department of Finance (1986). To project the population of the area for the years 2021-2038, the Department of Finance projections to the year 2020 were extended in a straight line to the year 2038. The results of these projections, combined with the calculated per capita consumption rate, show that an estimated 206 million tons of aggregate will be needed to satisfy the future demand through the year 2038 in the San Luis Obispo-Santa Barbara P-C Region. Of this total, 37 percent, or 76 million tons must be of PCC grade.

### Factors Affecting Per Capita Consumption Rates

The wide variations from year to year in the per capita consumption rate (Figure 7) probably reflect to a large degree, changes in urban growth rates and intermittent large construction projects (for example: freeways, dams, and canals). In part, these variations also result from incompleteness and inaccuracies in the production records supplied by the Bureau of Mines. Certainly the economic climate is a powerful variable that influences the annual per capita consumption rates for aggregate. Very high interest rates, for example, such as existed in California in 1979 and 1980, tended to lower the amount of new construction and consequently lower the demand for aggregate. High consumption of aggregate occurred in the region in the mid-1960's due to construction on Highway 101, and in the mid-1980's as the construction industry rebounded after an economic recession in the early 1980's.

At some point in the future the average annual per capita consumption rate of 6.0 tons for the San Luis

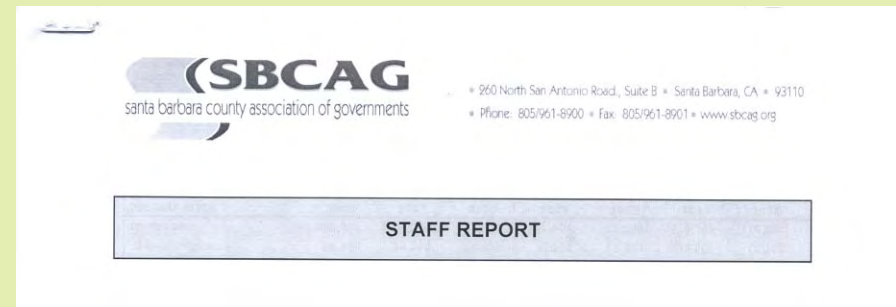
Current Population S.B.C & S.L.O. Cty.

110.2  
~~135.1~~ - 2.3 years of production  
 12.45 = 122.7

# ECONOMICS

## We Don't Need The Gravel

- Updated population forecasts of Santa Barbara County



### Appendix VII Summary Population, Household, and Employment Forecasts

#### Population Forecast 2005-2040

Jurisdiction	2005	2010	2015	2020	2025	2030	2035	2040
South Coast	204,700	205,800	208,500	211,300	213,600	215,700	216,300	216,900
City of Carpinteria	14,300	14,200	14,400	14,600	14,800	15,000	15,100	15,300
City of Santa Barbara	89,800	90,000	91,000	92,000	92,400	92,800	92,800	93,000
City of Goleta	31,000	31,700	33,100	34,500	35,900	37,300	37,300	37,300
Cap. - Uninc.	5,100	5,200	5,200	5,300	5,300	5,400	5,400	5,500
SB - Uninc.	64,400	64,600	64,800	65,000	65,200	65,400	65,500	65,800
Lompoc Valley	59,400	61,200	62,600	64,200	65,800	67,400	69,000	70,400
City of Lompoc	41,800	43,300	44,400	45,700	46,900	48,200	49,500	50,700
Lompoc - Uninc.	17,700	18,000	18,300	18,600	18,900	19,100	19,400	19,800
Santa Maria Valley	129,100	137,600	146,900	156,400	165,700	169,200	171,800	174,600
City of Santa Maria	88,500	95,000	102,300	109,500	116,700	118,300	118,900	119,400
City of Guadalupe	6,300	7,100	8,000	8,800	9,600	10,400	11,200	12,000
SM - Uninc.	33,800	35,000	36,200	37,500	38,700	39,900	41,100	42,500
Guad. - Uninc.	400	500	500	500	600	600	700	700
Santa Ynez Valley	23,000	24,000	25,100	25,900	26,400	27,000	27,600	28,200
City of Solvang	5,400	5,600	5,800	5,900	6,000	6,200	6,400	6,600
SY - Uninc.	13,100	13,500	14,000	14,300	14,300	14,300	14,300	14,300
City of Buellton	4,500	4,900	5,300	5,700	6,100	6,500	6,900	7,200
Cuyamaca Valley	1,300	1,500	1,700	1,800	1,900	2,100	2,300	2,700
County Total	417,500	430,200	444,900	459,600	473,400	481,400	487,000	492,800
Total Unincorporated	135,900	138,300	140,700	143,000	144,900	146,800	148,900	151,200
Total City	281,600	291,900	304,200	316,600	328,500	334,600	338,100	341,500

# ECONOMICS

## We Don't Need The Gravel

- California Population Projection by County

CA DOF 2007 California Population by County

	2000	2010	2020	2030	2040	2050
ALAMEDA	1,453,078	1,550,133	1,663,481	1,791,721	1,923,505	2,047,658
ALPINE	1,261	1,369	1,453	1,462	1,411	1,377
AMADOR	35,357	40,337	47,593	54,788	61,550	68,487
BUTTE	204,065	230,116	281,442	334,842	387,743	441,596
CALAVERAS	40,870	47,750	56,318	64,572	72,230	80,424
COLUSA	19,027	23,787	29,588	34,488	38,131	41,662
CONTRA COSTA	956,497	1,075,931	1,237,544	1,422,840	1,609,257	1,812,242
DEL NORTE	27,680	30,983	36,077	42,420	49,029	56,218
EL DORADO	158,621	189,308	221,140	247,570	280,720	314,126
FRESNO	804,508	983,478	1,201,792	1,429,228	1,670,542	1,928,411
GLENN	26,764	30,880	37,959	45,181	54,000	63,586
HUMBOLDT	126,839	134,785	142,167	147,217	150,121	152,333
IMPERIAL	143,783	189,675	239,149	283,693	334,951	387,763
INYO	18,181	19,183	20,495	22,132	23,520	25,112
KERN	665,519	871,728	1,086,113	1,352,627	1,707,239	2,106,024
KINGS	130,202	164,535	205,707	250,516	299,770	352,750
LAKE	58,724	67,530	77,912	87,066	96,885	106,887
LASSEN	34,108	37,918	42,394	47,240	51,596	55,989
LOS ANGELES	9,578,960	10,514,663	11,214,237	11,920,289	12,491,806	13,061,787
MADERA	124,696	162,114	212,874	273,456	344,455	413,599
MARIN	248,449	253,682	260,305	273,151	287,153	307,868
MARIPOSA	17,150	19,108	21,743	23,981	26,169	28,091
MENDOCINO	86,736	93,166	102,017	111,151	121,780	134,358
MERCED	211,481	273,935	348,690	439,905	541,161	652,355
MODOC	9,628	10,809	13,134	16,250	20,064	24,085
MONO	13,013	14,833	18,080	22,894	29,099	36,081
MONTEREY	404,031	433,283	476,642	529,145	584,878	646,590
NAPA	125,146	142,767	165,786	191,734	219,156	251,330
NEVADA	92,532	102,649	114,451	123,940	130,404	136,113
ORANGE	2,863,834	3,227,836	3,520,265	3,705,322	3,849,650	3,987,625
PLACER	252,223	347,543	428,535	512,509	625,964	751,208
PLUMAS	20,868	21,824	22,934	24,530	26,279	28,478
RIVERSIDE	1,559,039	2,239,053	2,904,848	3,507,498	4,103,182	4,730,922
SACRAMENTO	1,233,575	1,451,866	1,622,306	1,803,872	1,989,221	2,176,508
SAN BENITO	53,927	64,230	83,792	103,340	123,406	145,570
SAN BERNARDINO	1,721,942	2,177,596	2,581,371	2,958,939	3,309,292	3,662,193
SAN DIEGO	2,836,303	3,199,706	3,550,714	3,950,757	4,241,399	4,508,728
SAN FRANCISCO	781,209	818,163	844,466	854,675	858,532	854,852
SAN JOAQUIN	569,083	741,417	965,094	1,205,198	1,477,473	1,783,973
SAN LUIS OBISPO	248,322	269,734	293,540	316,613	338,760	364,748
SAN MATEO	711,031	736,667	761,455	786,069	807,587	819,125
SANTA BARBARA	401,115	434,497	459,498	484,570	509,920	534,447
SANTA CLARA	1,693,128	1,837,361	1,992,805	2,192,501	2,412,411	2,624,670
SANTA CRUZ	256,695	268,016	287,480	304,465	318,413	333,083
SHASTA	164,794	191,722	224,386	260,179	295,281	331,724
SIERRA	3,701	3,628	3,508	3,290	3,356	3,547
SISKIYOU	44,634	47,109	51,283	55,727	60,556	66,588
SOLANO	396,995	441,061	503,248	590,166	697,206	815,524
SONOMA	461,618	495,412	546,151	606,346	676,179	761,177
STANISLAUS	451,190	559,708	699,144	857,893	1,014,365	1,191,344
SUTTER	79,632	102,326	141,159	182,401	229,620	282,894
TEHAMA	56,130	65,593	79,484	93,477	108,345	124,475
TRINITY	13,155	15,172	18,236	22,136	26,030	30,209
TULARE	369,873	466,893	599,117	742,969	879,480	1,026,755
TUOLUMNE	54,863	58,721	64,161	67,510	70,325	73,291
VENTURA	758,884	855,876	956,392	1,049,758	1,135,684	1,229,737
YOLO	170,190	206,100	245,052	275,360	301,934	327,962
YUBA	60,598	80,411	109,216	137,322	168,040	201,327
CALIFORNIA	34,105,437	39,135,676	44,135,923	49,240,891	54,226,115	59,507,876

# ECONOMICS

## We Don't Need The Gravel

- Economic downturn requires less sand and gravel material - Cemex demand has dropped 24%.



**Gilberto Perez**  
President  
US Operations

August 4, 2008

Dear Valued Customer:

I want to thank you for your business and continued support during these difficult times. As you might already know, the Ready Mix industry is facing, for the first time since 1975, the combination of recessionary pressures and escalating fuel prices. Demand has dropped 24% and fuel prices have increased 107% since December of 2006, making this the worst demand downturn since the deep recession of the early 1980s.

Cemex has taken draconian measures to cut costs. We have laid off more than five thousand of our employees which represents 28% of our work force, reduced our truck fleet by 30% and closed over 17% of our plants in the last year and a half. Nonetheless, Ready Mix is an energy intensive business and the continued increase in fuel cost has affected the two most important components of our cost structure, raw materials and delivery costs.

This situation is forcing us to raise our prices to sustain our ready-mix concrete operations. Effective October 1st, Cemex will increase its ready-mix concrete price to all existing customers on a nationwide basis by \$25 per cubic yard. This will be a firm price until January 2010. Cemex will assume all energy price risk during this period and will remove any fuel surcharges. This new, transparent pricing structure is necessary to sustain our operations and will benefit our customers by removing all price uncertainty and fuel price risk through January 2010.

In order to give you time to prepare for this increase, Cemex will begin to quote these new prices October 1st. All quotes prior to October 1st **will not** include the \$25 increase and will be subject to fuel surcharges for the duration of the project. Cemex will honor all previous written contracts.

We value our relationship and look forward to continue providing you excellent products and services. Please feel free to contact us anytime with any concerns you may have.

Sincerely

Gilberto Perez

United States Operations  
541 Cassino, Suite 1400, Houston, Texas 77027, USA



## ECONOMICS

# We Don't Need The Gravel

- Diamond Rock production will provide enough material to build 42,134 1500 sq ft homes, including infrastructure
- Or 120,383 homes without infrastructure

the governor).

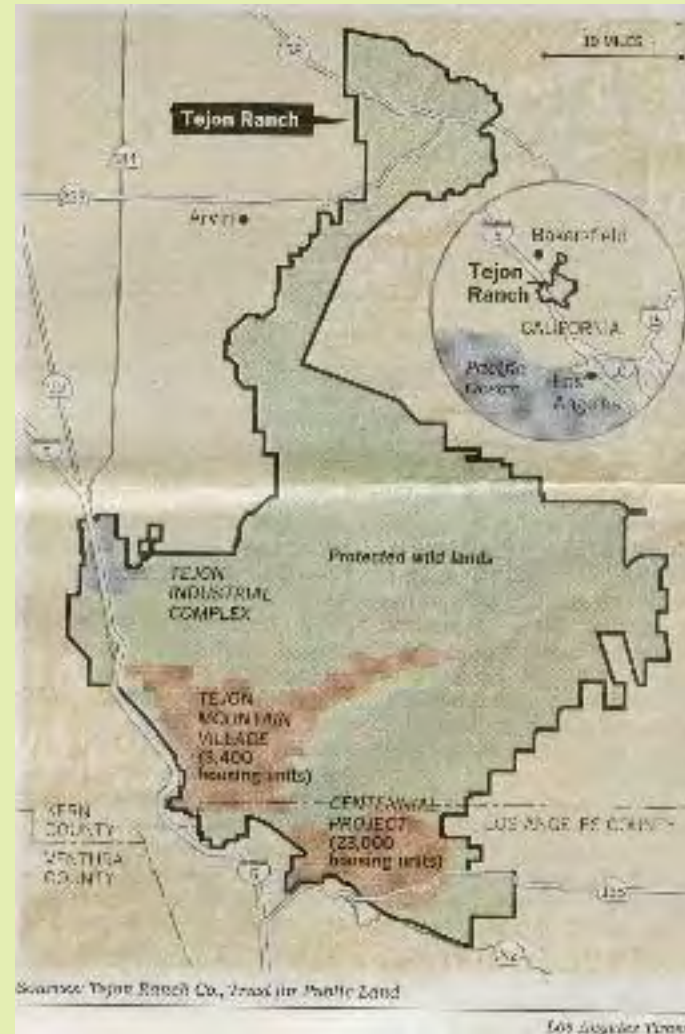
Authorities say a regional retail center requires about 100,000 tons of aggregate, and each mile of a four-lane freeway uses roughly 400,000 tons. A 1,500-square-foot home requires 328 tons, with 35% used for the structure and the remainder for roads, sidewalks and other infrastructure.

State officials say supplies of

# ECONOMICS

## We Don't Need The Gravel

- Where the Diamond Rock sand and gravel could economically go...



Activists and builders OK a conservation plan for Tejon Ranch that would put 26,000 houses in wilderness.

By LOUIS SAHAOUN  
Times Staff Writer

A coalition of environmental groups and a developer have agreed on a landmark plan to conserve 90% of the largest chunk of privately owned wilderness remaining in Southern California.

The agreement ends years of debate over the fate of an untrammeled tableau of mountains, wildflower fields, twisted oaks and Joshua trees in the historic Tejon Ranch in the Tehachapi Mountains, about 60 miles north of Los Angeles.

The developer, the Tejon Ranch Co., has agreed to set aside 178,000 acres and provide an option for public purchase of 62,000 additional acres — 49,000 to create a state park, 10,000 to realign a 33-mile segment of the Pacific Crest Trail through the heart of the wild lands and the rest to provide docent-led tours of sensitive

# ECONOMICS

## We Don't Need The Gravel

- Where the Diamond Rock sand and gravel could economically go...



# ECONOMICS

## We Don't Need The Gravel

- Why Ventura needs the gravel...

LOS ANGELES TIMES

SC FRIDAY, JULY 23, 2005 B3

Kathy Long, Ventura County supervisor

of protecting about 20 miles of habitat along the river. "It's really a big deal for us. . . . It's motivational," said the group's E.J. Remson.

## Conservancy Buys Riverfront Land

### Group purchases 377 acres along the Santa Clara that was once slated for mining.

By GREGORY W. GRIGGS  
Times Staff Writer

The Nature Conservancy has purchased nearly three miles of land along the Santa Clara River in Ventura County, reaching the halfway point in its goal to protect about 20 miles of habitat along the riverbank.

The 377 acres near Piru Creek, once slated for aggregate mining, is home to nearly three dozen endangered, threatened or sensitive species, including steelhead trout and the California red-legged frog.

"It's really a big deal for us, because we've crossed the 2,000-acre threshold. We've crossed the 10-mile milestone, too. It's motivational," said E.J. Remson of the conservancy, the nonprofit environmental organization that is creating a conservation zone along one of the last free-flowing rivers in Southern California.

Bollorff, chairman of Friends of the Santa Clara River, a nonprofit group working to restore habitat on 230 acres farther downstream. "That's what we want to see: the river flood plain and the surrounding terraced lands protected."

The conservancy paid \$375,000 for the land, owned by Vulcan Materials Inc., which was unable to secure permits for mining on the property. The sale was announced Thursday.

So far, the conservancy has purchased acreage amounting to a roughly 10-mile-long corridor along the Santa Clara, which flows 84 miles from the San Gabriel Mountains east of Acton to the ocean near Oxnard and Ventura.

The conservancy plans to honor leases on 18 acres — held by a horse rancher — of the Vulcan parcel. The leases bring in more than \$23,000 in annual payments, which will assist in maintaining that and other land the organization controls along the river, Remson said.

Farmers and other landowners along the river had been vocal in their opposition to Vulcan's

### Preserve

The Nature Conservancy acquired 377 acres of land along the Santa Clara River at Piru Creek for habitat preservation.



"The Nature Conservancy is doing an excellent job of taking what had been an environmental disaster and turning it into a wonderful resource in Ventura County forever," said Kathy Long, chairwoman of the county Board of Supervisors.

in the river," she said. "I think it's a good corporate decision on their part."

Unlike earlier purchases, which were funded by the California Coastal Conservancy, the money for this acquisition came from an \$8.1-million restoration fund that Arco Pipeline Co. was forced to establish after the 1994 Northridge earthquake ruptured one of its pipelines in at least eight places near the Santa Clara. About 168,000 gallons of crude oil traveled 16 miles downstream before being contained.

About \$4 million of the Arco settlement was earmarked for Nature Conservancy programs. This is the first land acquisition using those funds, according to Dana Michaels, a spokeswoman for the California Department of Fish and Game, which is overseeing the settlement fund along with representatives of the U.S. Fish and Wildlife Service.

"It's a great piece of property for its conservation value, and this is a property that was directly affected by the oil spill," Remson said.

In March, the two conservancies paid \$1.95 billion for acres

## ECONOMICS

# Benefits to residents of Santa Barbara County and State of California

**Table 5: Sales Tax Revenue from Diamond Rock Mine**

Product	Assumed Product Distribution	Average Tons per Year	Los Angeles Price, per ton, July 31, 2006	Sales	Tax Revenues, at 7.75% tax rate	Local Tax Revenues, at 1.5%
Gravel 41%						
3/4 - 1 and 1/2 inch	19.0%	95000	\$10.50	\$997,500	\$77,306	\$14,963
3/8 - 3/4 inch	19.0%	95000	\$10.41	\$988,950	\$76,644	\$14,834
Sand 69%	55.0%	275000	\$8.20	\$2,255,000	\$174,763	\$33,825
non-marketable waste	7.0%	35000	n/a	n/a	n/a	n/a
<b>Totals</b>				<b>\$4,241,450</b>	<b>\$328,712</b>	<b>\$63,622</b>

### Notes

Local tax rate is 0.75% local jurisdiction (County of Santa Barbara), 0.25% local transportation (County of Santa Barbara), and dedicated 0.5% local option sales tax (County of Santa Barbara). For a description of state and local sales taxes, see <http://www.boe.ca.gov/sutax/localdist.htm>.

Distribution of product is from DEIR, p. 2-2 which states that current estimates are that Diamond Rock product is 38% gravel, 55% marketable sand, and 7% non-marketable waste products. Percentages shown are the percent of the 500,000 tons per year (average) marketable materials. Gravel is assumed evenly split between 3/8 - 3/4 inch and 3/4 - 1 and 1/2 inch categories.

Aggregate prices are from Engineering News-Record (ENR), July 31, 2006. Prices are for Los Angeles market. Price for 3/8 - 3/4 inch gravel is \$10.41 per ton. Price for 3/4 - 1 and 1/2 inch gravel is \$10.50 per ton. Price for sand is the average of the price for concrete sand (\$7.54 per ton) and masonry sand (\$8.46 per ton).

# QUALITY OF LIFE

## What We Have

### \* Air & Safety

- Air pollution in the Cuyama Valley has increased dramatically due to increased farming and traffic.
- Traffic safety will be further compromised by adding thousands of truck trips per year to a fragile 2-lane highway infrastructure.

#### Air Quality and School Safety

The pollution in Cuyama Valley has greatly increased over the last several years due to increased farming and traffic. The exact O-zone or dust levels in the Valley cannot be determined because Santa Barbara County will not install an air monitoring machine in our area. With the increase addition of dust from farming, stationary diesel engine pollutants, and truck traffic from cross-country truck runs, recreational vehicles going to the coast, plus regular daily traffic, how can the county allow the addition of aggregate mines that would increase our truck traffic from 200 to 400 more trucks traveling Highway 166 hauling aggregate? Also how can this happen without determining the exact quality of the air in Cuyama Valley? We just experienced such an incident with the recent Zaca fire whereby the school could not determine the quality of the air in order to determine the safety of the children to be outside during recesses. The school had to rely on someone calling in from another area guessing on the air quality in Cuyama Valley.

Highways 166 and 33 are both two lane highways with soft shoulders. The motion of the trucks traveling these roads stirs-up the dust along these shoulders causing "blow-by" or fugitive dust pollutions along with the NOx that is emitted by the diesel engines. According to the March, 07, "Transportation Concept Report", Highway 166 has an Annual Average Daily Traffic (AADT) ranging from 2,800 to 5,200 vehicles with trucks averaging 35% of the AADT. This means we could have up to 2,760 (35% of 5200) trucks per day.

It takes approximately one hour to transverse our Valley, and if 200 to 400 more trucks plus an unknown number of independent trucks are allowed to haul across our Valley and then double that number because of round trips, the increased amount of pollutants from diesel emissions and "blow-by" dust would be a detriment to the health of our residents plus would effect the quality of the life in the Cuyama Valley. These situations were not mitigated in the latest revised EIR and were completely overlooked by the Planning Commission in May 30, 2007.

Our school district has bus runs that extend from the Rock Front Ranch on Highway 166 to the Ozena Ranger Station on Highway 33 towards Ojai. Our buses are on these highways from 6:00 a.m. until sometimes as late as 5:00 p.m. as verified by Mrs. Jan Hensley, Cuyama School Superintendent in a letter written to Mr. Scott Ellison in August of 2006. We also have students on the highways when going home from after-school sports practices.

Our bus runs also have 11 red-light stops on Highway 166 and 18 red-light stops on Highway 33 on both the morning and afternoon runs. That is a total of 58 red-light stops per day. Highway 166 doesn't have left-hand turn lanes into either school, New Cuyama, Old Cuyama, or at the intersection of 166 and 33. We have been notified that Cal Trans is going to put left-hand turn lanes into New Cuyama and both schools and other improvements would be made on Highway 166. We have been told there would be

## QUALITY OF LIFE

# What We Have

## \* Air & Safety

- Air pollution in the Cuyama Valley has increased dramatically due to increased farming and traffic.
- Traffic safety will be further compromised by adding thousands of truck trips per year to a fragile 2-lane highway infrastructure.

improvements several times, the latest starting in August, 2007, and we have yet to see them happen. With the amount of truck traffic we now have, it is extremely dangerous for the school bus drivers, and that danger doesn't need to be increased by a larger number of heavy-duty trucks due to having aggregate mines in Cuyama Valley.

In conclusion, the permitting of other aggregate mines in Cuyama Valley would have nothing but a negative impact on the Valley. It would jeopardize not only the health and safety of the residents of Cuyama Valley, but also the safety of anyone traveling through the Valley. I would not want to take the responsibility or liability of allowing this to happen. This could fall on the Board of Supervisors!!!!

# QUALITY OF LIFE

## What We Have

### \* Air & Safety

- Highway 166 is the most dangerous road in the county.
- Highway 33 is the most dangerous road in Ventura county.



**DRIVE**  
*Safe*  
HWY  
**166**

**BE CAREFUL OUT THERE**

For years, State Route 166 in Santa Barbara and San Luis Obispo counties has been the scene of numerous fatal collisions. In the past 10 years, 48 people have been killed there; 122 collisions occurred in 2007 alone. The Highway 166 Safety Campaign, **"Drive SAFE on HWY 166,"** is attempting to expand public awareness of this problem and reduce the fatalities and collisions.

The CHP will be increasing its presence to promote safe driving, and Caltrans is working on a number of highway improvements to enhance safety. These include making SR 166 west of US Highway 101 a daytime headlight road and installing new traffic signals, guardrails, and left-turn lanes. These projects will help make conditions safer, but drivers should also use extra caution on SR 166, especially during the busy summer driving season.

AAA.com

12 Upfront | JUNE 2008

Still, federal officials have long argued that **two-lane, rural roads are the most dangerous and, in fact, about 69% of all fatal crashes in the United States in 2006 were on two-lane roads, according to a national database.**

There is some conflicting



# QUALITY OF LIFE

## What We Have

### \* Air & Safety

- We fear for the safety of our children who are bussed to school in the early morning hours and into the early evening.
- There are 58 full emergency stops, many in the roadway due to lack of turnouts and soft road-shoulders.

Jul 28 08 05:12p p. 1

<u>West Of Elementary School</u>		<u>West Of Elementary School</u>	
<i>Morning Route</i>		<i>Afternoon Route</i>	
Spanish Ranch	6:50	Washington St.	2:50
North Fork	6:52	Old Post Office	2:55
Lorenzo	6:55	Blue Sky	3:05
Wasioja Rd.	7:10	Russell Ranch	3:08
Cal Trans.	7:10	High School	3:10
Greek Ranch	7:15	Hubbard / Sisquoc	3:15
Morales ( Basketball Courts)	7:20	Basketball Courts	3:17
Football Field	7:24	Football Field	3:20
Fire Station	7:25	Greeks Ranch	3:25
High School	7:26	Cal Trans.	3:25
Blue Sky	7:30	Wasioja Rd.	3:30
Bonilla Ranch	7:32	Spanish Ranch	3:45
Old Post Office	7:34	North Fork	3:45
Elementary School	7:37	Lorenzo	3:50

<u>West Of Elementary School</u>	
<u>Monday Route</u>	
Washington St.	1:50
Old Post Office	1:55
Blue Sky	2:05
Russell Ranch	2:08
High School	2:10
Hubbard / Sisquoc	2:15
Basketball Courts	2:17
Football Field	2:20
Greeks Ranch	2:25
Cal Trans.	2:25
Wasioja Rd.	2:30
Spanish Ranch	2:45
North Fork	2:47
Lorenzo	2:50

**Please be at your bus stops at least 5 minutes early!!**

## QUALITY OF LIFE What We Have \* Air & Safety

- Mixing farm traffic with 80,000 pound trucks and independent truck drivers who are paid based on number of trips is a recipe for disaster.



# QUALITY OF LIFE

## What We Get

### \* Air & Safety

- Some of the recent gravel truck accidents on Highway 33 & Highway 166.
- Trucks are often traveling at excessive rates of speed (70 - 75 mph) which augments safety concerns.



# QUALITY OF LIFE What We Get \* Air & Safety

- Adding more trucks on our already sub-par and continually “in repair” road system will only make the safety issue more dangerous.



# QUALITY OF LIFE What We Get \* Air & Safety

- The Diamond Rock stie as well as the GPS and proposed Richard's Holding site are located less than 2 miles from the Ventucopa town site.

latimes.com/california

## Cancer risk rises for those near rail yards

A study says Commerce neighborhoods near several major facilities face a greater threat from diesel soot than residents elsewhere.

By Janet Wilson  
Times Staff Writer

Residents who live in the shadow of Southern California's booming rail yards face cancer risks from soot as much as 100 times greater than in the rest of the region, according to new studies by state air regulators.

In addition, clouds of diesel exhaust blown by the wind from the rail yards blanket wide swaths of Greater Los Angeles, upping annual cancer risks slightly for millions more residents.

"The risks are much higher than they ought to be, and we need to do everything we can to reduce them," said Michael Scheible, deputy executive officer of the California Air Resources Board.

The health risk assessments, which were released in draft form this week, were prepared as part of a voluntary agreement between the nation's two largest railroads and the state air board. Such assessments have been done only once before at California's Atascadero rail yard.

Health risks in the region's neighborhoods in Commerce that are near one Union Pacific and three BNSF yards. Residents in the high-traffic areas of Boyle Heights and Boyle Heights are also likely to contract cancer from diesel soot than people in the rest of Los Angeles. Regulators said some homes are only a few feet from railroad passenger cars, and there are schools and parks near the yards, which use

new locomotives, switching devices, diesel fuel and other measures.

CALIFORNIA

LOS ANGELES TIMES

## Rail-yard diesel soot increases cancer risk for nearby residents

(Soot, from Page B1) impaired lung function — all shown in numerous studies to increase with exposure to diesel soot — were not included in the health assessments.

"We need to figure out what we can do now, right now," said Commerce Mayor Robert Pietro, who added that as a school teacher he regularly received absentee notes for children who have suffered from asthma attacks or bronchitis.

"We've lived in Commerce since the 1950s, and I come from a family of four generations of asthma in the home," resident Nancy Ramos said. "My 4-year-old grandson is already dealing with asthma, including two ambulance visits."

"Quite honestly it's laughable" not to include health risks such as asthma and respiratory disease, said Ian MacMillan, who conducts similar health risk studies for the Los Angeles Unified School District.

Scheible said state health guidelines, which were prepared in the late 1980s, don't call for non-cancer health risks to be included, and, he said, they are "more difficult to assess accurately. But he said that if enough people wanted officials to try, they would see if it could be done for the final reports.

The analyses showed that in addition to locomotives, giant cranes, refrigerated cars and aging short-haul trucks contribute to diesel emissions in the yards.

Trucks on nearby freeways and busy streets also add risk. The Commerce yards, for instance, spewed out a combined 40 tons of soot in 2005, while short-haul trucks on nearby streets put out about 13 tons.

Modeling and weather data used in the study showed that lower levels of soot spread for miles from the yards. The Union Pacific Los Angeles facility, which is less than a mile from downtown, spread a fine blanket of soot as much as four miles east and north of the facility, increasing cancer risk for 1.2 million residents by an average 10 chances in a million.

A past study has shown that cancer risks are highest at the ports that feed the rail yards.

But activists and local air regulators said the elevated cancer risks near the yards were "extremely high" compared with those near refineries and other "stationary sources," which are tightly regulated.

Allowable levels of risk from factories and other industrial sources are between 10 and 25 chances per million in the Los Angeles air basin, said South Coast Air Quality Management District spokesman Sam Atwood. Railroads claim exemption from local and state air pollution laws under interstate commerce clauses.

"Living next to a rail yard is like having a factory with 100 smokestacks going all the time," said Angelo Lopez, head of East Yard Communities for Environmental Justice.

Mark Stehly, assistant vice president of environmental for BNSF, said it was unfair to compare factories with rail yards because locomotives and other mobile equipment cannot be fitted with the same types of heavy, high-volume emission control devices as factories.

"For [a rail yard] to be treated as a stationary source, it's stipulating in its simplicity, but it's really not true. They are mobile sources," he said.

Additional meetings will be held on the studies in the next two months. The study findings are at <http://www.arb.ca.gov/railyard/hra/hra.htm>

janet.wilson@latimes.com

Cancer risk from diesel soot emissions

Contours show the estimated chances per million people of getting cancer as a result of diesel soot from four rail yards in Commerce. The risk is highest in residential neighborhoods within 200 yards of the rail yards.

50 chances per million people

100

250

500

1,000

5,000

Boyle Heights

Monterey Park

East Los Angeles

Los Angeles

Los Angeles River

City of Commerce

BNSF Hobart rail yard

BNSF Sheila rail yard

BNSF Commerce Eastern Taji yard

Union Pacific Commerce rail yard

Vernon

Bell

1 Mile

— Jia Hondo

Source: California Air Resources Board, ES&E, ToxAtlas

PAUL D'IGNIKKI/Los Angeles Times

# QUALITY OF LIFE

## What We Get

### \* Air & Safety

- Recycled concrete poses significant health risks

#### Effects of Crushed and Recycled Concrete

Concrete is a mixture of gravel or rock, sand, Portland cement and water. It may also contain fly ash, slag, silica fume, calcined clay, fibers (metallic or organic) and color pigment. Properties and composition of crushed concrete can vary depending on original properties and composition of the recovered concrete.

Concrete contains cement which is made from materials mined from the earth and is processed using energy provided by fuels. Trace amounts of chemicals may be detected during chemical analysis. For example, cement may contain trace amounts of calcium oxide (also known as free lime or quick lime), free magnesium oxide, potassium and sodium sulfate compounds, chromium compounds, nickel compounds, and other trace compounds.

Crushed concrete varies in size, shape, and color, depending on final use. They are not combustible or explosive. A single, short-term exposure to concrete dust presents little or no hazard.

#### Section 2: COMPOSITION/INFORMATION ON INGREDIENTS

Component	Percent (By Weight)	CAS Number	OSHA PEL -TWA (mg/m <sup>3</sup> )	ACGIH TLV-TWA (mg/m <sup>3</sup> )	LD <sub>50</sub> (mouse, oral)	LC <sub>50</sub>
Crystalline Silica	0-90	14808-80-7	[(10) / (%SiO <sub>2</sub> +2)] (R); [(30) / (%SiO <sub>2</sub> +2)] (T)	0.05 (R)	NA	NA
Calcium Hydroxide	15-25	1305-62-0	15 (T); 5 (R)	5 (T)	7300 mg/kg	NA
Portland Cement*	0-10	65997-15-1	15 (T); 5 (R)	10 (R)	NA	NA
Particulate Not Otherwise Regulated	-	NA	15 (T); 5 (R)	10 (T); 3 (R)	NA	NA

Note: Exposure limits for components noted with an \* contain no asbestos and <1% crystalline silica

Concrete is a mixture of gravel or rock, sand, Portland cement and water. It may also contain fly ash, slag, silica fume, calcined clay, fibers (metallic or organic) and color pigment. Properties and composition of crushed concrete can vary depending on the original properties and composition of the recovered concrete

**Emergency Overview:** Crushed concrete varies in size, shape and color, depending on final use. They are not combustible or explosive. A single, short-term exposure to concrete dust presents little or no hazard.

**Potential Health Effects:**

**Eye Contact:** Airborne dust may cause immediate or delayed irritation or inflammation. Eye contact with large amounts of concrete dust can cause moderate eye irritation and abrasion. Eye exposures require immediate first aid and medical attention to prevent significant damage to the eye.

**Skin Contact:** Concrete dust may cause dry skin, discomfort, irritation and dermatitis.

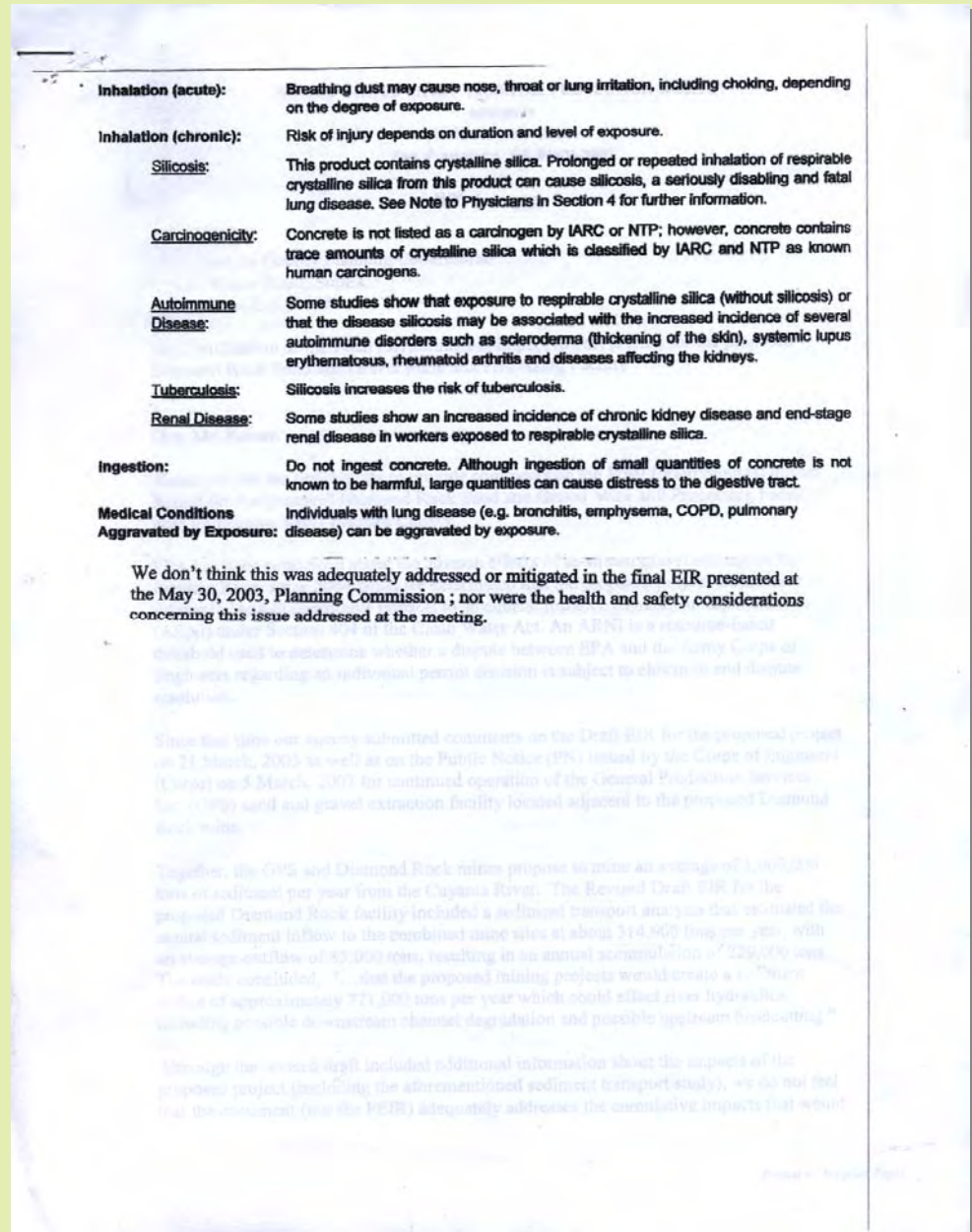
**Dermatitis:** Concrete dust, in association with sweat and friction, can lead to skin irritation and dermatitis. Skin affected by dermatitis may include symptoms such as, redness, itching, rash, scaling, and cracking. Irritant dermatitis is caused by the physical properties of concrete dust such as abrasion.

# QUALITY OF LIFE

## What We Get

### \* Air & Safety

- Recycled concrete poses significant health risks



# DR. LOUICIGA REPORT

## Erosion

\* Before & After

- The bottom photo was taken at the same place in April of 2008





# DR. LOUICIGA REPORT Headcutting At Mine



DR. LOUICIGA REPORT

# Pic of Headcutting Panorama



Reference:

## STATEMENT OF OVERRIDING CONDITIONS

# Trash at the Site

- Proponent dumps cars and trash in river
- Doesn't get in trouble with county
- Gets to claim cleaning up as only benefit to the project



## QUALITY OF LIFE

# Increased Noise in Quiet Neighborhoods

- No other operation in valley operates 24hrs.
  - Creates major change in community character
- No accounting for loss of property value
  - “Views, Views, Views”
- Truck Video

QuickTime™ and a  
xvid decompressor  
are needed to see this picture.

## QUALITY OF LIFE Class I Impact

- Letter from County to Trosch (Mr. Larsen Jan 27, 2007) states Q of L changed from Class I to Class II
- SCV was told by staff in March 2007 Q of L would remain Class I Impact
- SCV was told by county staff that the Quality of Life (Q of L) argument was unprecedented and that the county had no guidelines for it.
- The county told SCV changed the Impact to Q of L from Class I to Class II because 'subjective'
- Guidelines first put in record in staff memo May 18, 2007, 12 days before the hearing. Not till hearing did SCV discover these guidelines or change in Q of L impact



# WATER

## April 08 Percolation



# WATER Panorama of Percolation

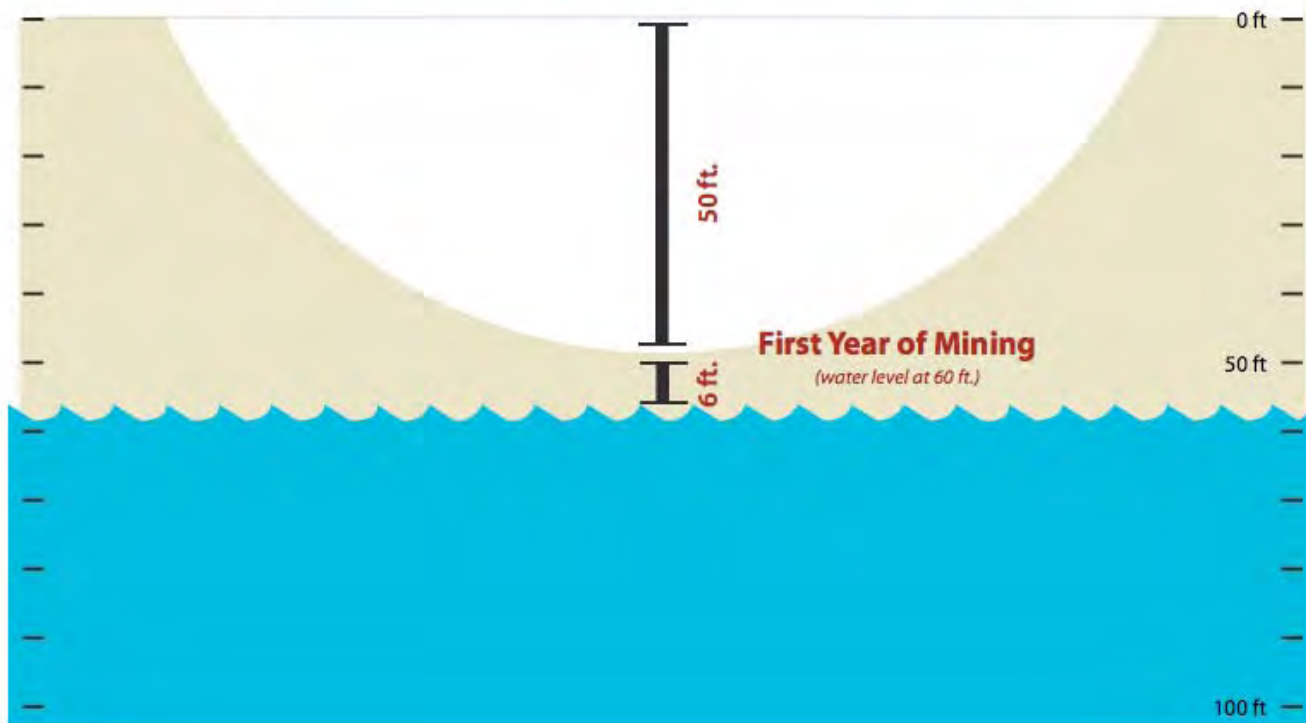


Reference:

# WATER Aquifer Illustrations

**Year: 2011**

*Diamond Rock pit is dug at 50 ft.  
River depth is currently at 60 ft.*

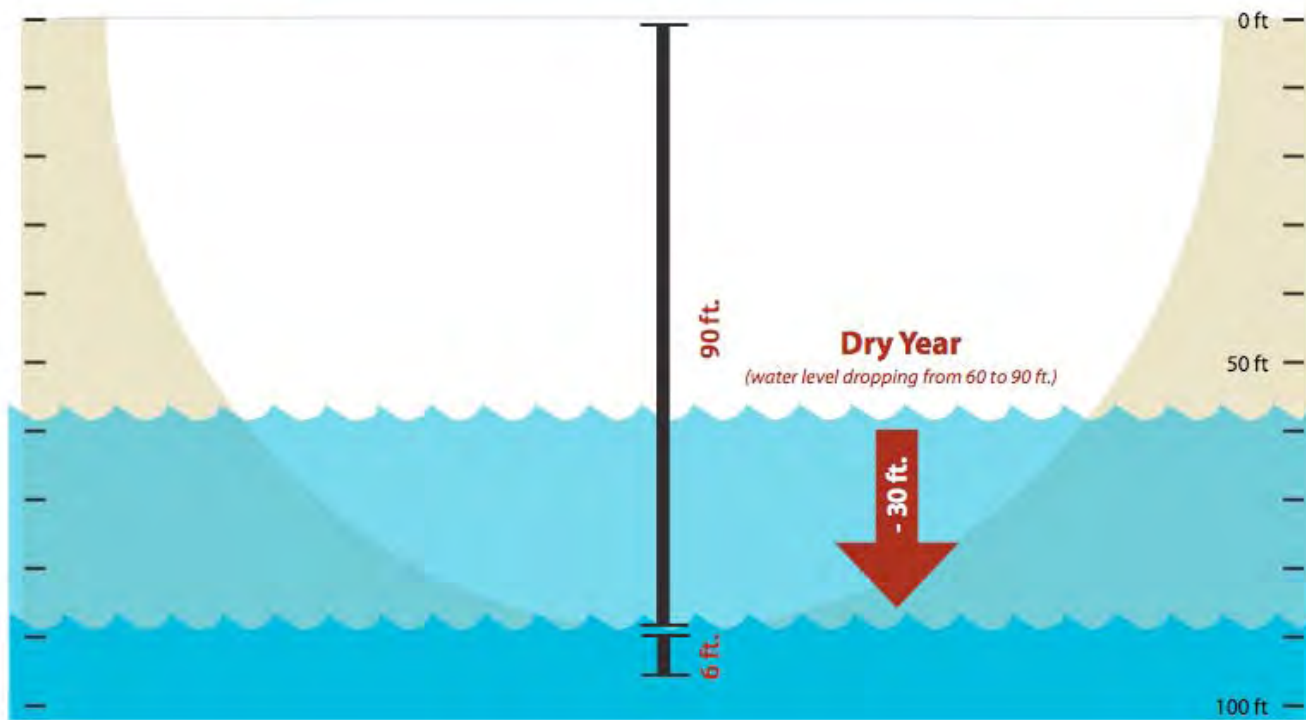




# WATER Aquifer Illustrations

**Year: 2012** *Dry Year*

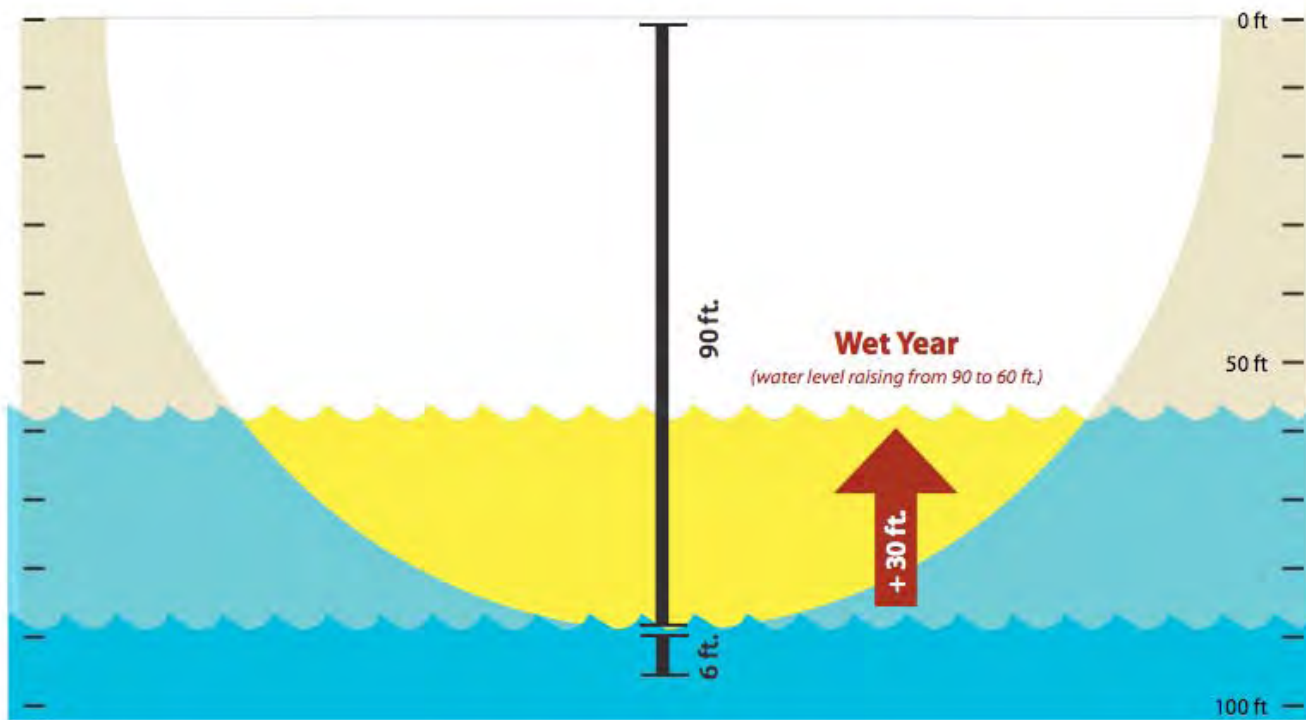
*Diamond Rock Pit is expanded to 90 ft.  
River depth fluctuates due to climate change.*



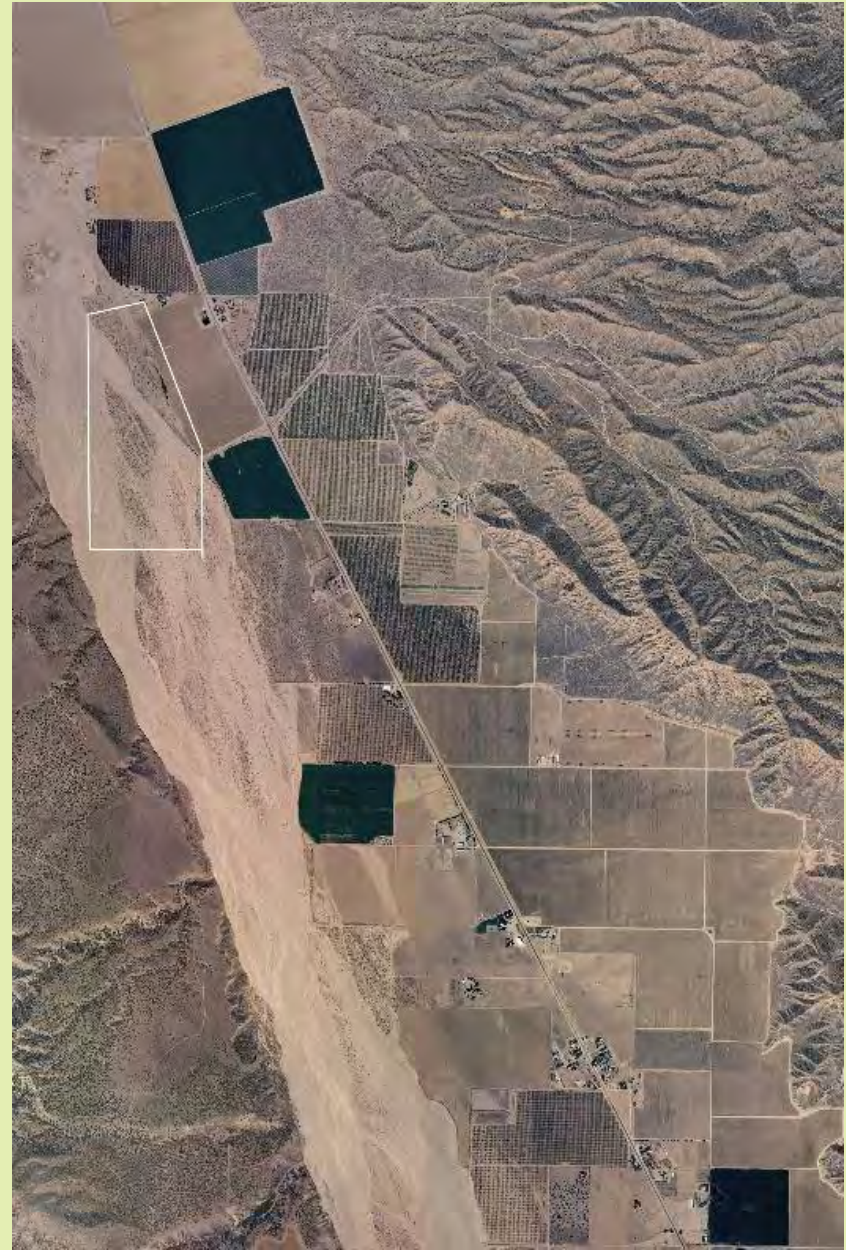
# WATER Aquifer Illustrations

**Year: 2013** *Wet Year*

**Out of Compliance  
with Department of Fish and Game**



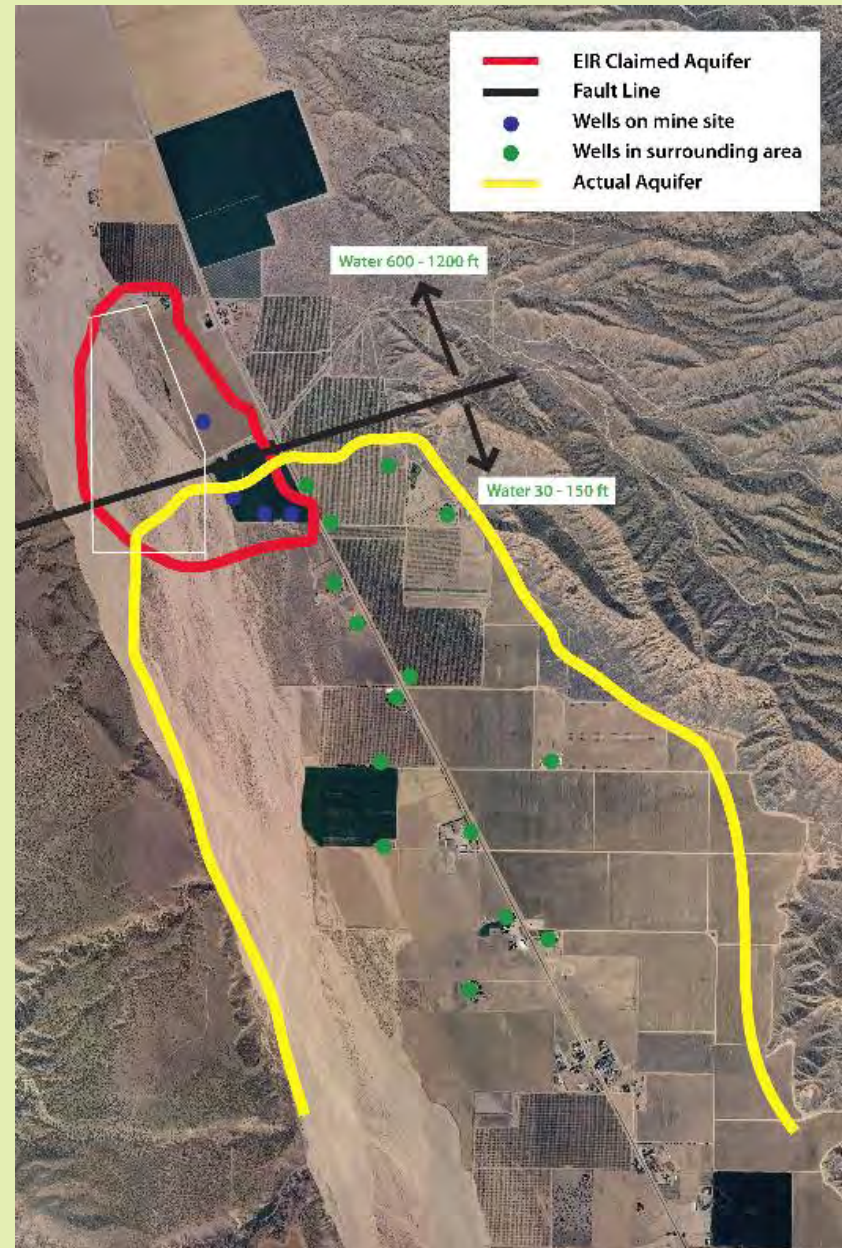
# WATER Pic of Mine



# WATER Pic w Fault Line



# WATER Pic w All Layers



# WATER Pic of River w Fault



# WATER Close Up Of Fault



# SUMMARY

- Eight other good reasons not to turn the Cuyama Valley into the “Southcoast Sand and Gravel Mine Pit”

## Top Eight Reasons to Approve the Uniform Rules Update

By Lisa M. Bodrogi  
Valley Journal Contributor

This coming Tuesday afternoon, Sept. 25, at the Betteravia Government Center in Santa Maria, the Board of Supervisors will hold a hearing on the Environmental Impact Report for the new Ag Preserve Uniform Rules. As ranchers and farmers, we need the flexibility that the Rule update provides for the sake of our continued survival as an industry. Summarized below are the key issues and among the most important to Agriculture.

### 1. Preparation and Processing Facilities:

The new rules will increase the allowable development envelope from 5 acres or 10 percent of area of preserve, whichever is less, up to 30 acres on larger parcels. The benefits to growers of this change include:

- 1) Increase the productivity of the premises and enhance the long-term sustainability and viability of the agricultural operation.
- 2) Locating these facilities closer to the growing areas reduces the amount of time and fuel for hauling crops from harvesting sites to the packing and cooling facilities, and other support services. This makes operations more efficient, economic and profitable, allowing local farms to compete more successfully in the marketplace and bringing a fresher product to the consumer.

### 2. Wineries:

The new rules will increase development envelopes for wineries from 5 acres or 10 percent of area of preserve, whichever is less, up to 20 acres subject to specific special findings. The new rules also allow 51 percent of grapes to come from other contracted lands in the same ownership rather than exclusively from one contract parcel. This provision will help to meet an estimated shortage of local wine processing capacity of approximately 2.85 million cases of wine countywide. In addition to contributing to the sustainability and viability of individual vineyards, the change will also allow for increased local wine processing of grapes grown within the county. This helps strengthen the agricultural sector through increased employment opportunities, income stream, and, capital investment, which will contribute to overall agricultural sustainability at a regional level.

### 3. Small-Scale Processing:

The new rule provisions will allow for the processing of other commodities such as olives into olive oil, lavender into soap. Currently only wine grapes can be processed outside of their “natural form.” This will enhance agricultural sustainability by providing additional opportunities to produce and market a viable commodity.

### 4. Principal Dwellings:

On Williamson Act contracts, which cover

multiple legal parcels, the new rules would allow up to three principal dwellings, one on each separate legal parcel exceeding 100 acres within that contract. This change will keep contracts in tact by providing additional family housing opportunities, and to limit the total number of houses, without having to divide the preserve area into individual contracts, which creates “market ready” parcels, which will facilitate the future break-up of the ranch. It is important to note that the new housing is for family members and must meet the Compatibility Requirements of the Williamson Act.

### 5. Agricultural Industry Overlay:

This change will allow agricultural support industries on contracted lands because it expands opportunities for other support industries and strengthens growing by putting farm supplies closer to the user source.

### 6. Production Requirements & Development Envelope:

This rule increases the requirement for planted acreage on superprime parcels between 10 and less than 20 acres allowing for every additional acre brought into production, an additional 1,000 square feet to the building envelope up to a maximum of 20,000 square feet. This change will lead to more land devoted to agriculture south of the Santa Ynez Mountains (primarily in the Carpinteria Valley), thereby helping to ensure the continued viability of coastal agriculture.

### 7. Small-Scale Guest Ranches (Rule 2-4):

This rule allows for small-scale guest ranches within an existing structure on parcels of 40 acres or greater in size. The maximum number of guests accommodated shall be 15 per night accommodated in six or fewer bedrooms. The guest ranch can only be located on a farm or ranch that produces agricultural products and cannot constitute the principal land use of the premises. This change will allow greater opportunity for existing homesteads and agricultural buildings that may not be otherwise utilized or permitted. The limitations contained within the rule would prevent hotel development but would allow for small B&B, farm-stays and home-stays, which provides a greater opportunity to expand education and awareness of agriculture.

### 8. Composting Facilities (Rule 2-7):

This rule allows for composting facilities on contracted lands placing the facilities closer to receiving locations for the composting of agricultural waste. Conveniently located commercial composting facilities may provide more affordable agricultural compost tailored to local conditions to be used as a soil amendment, which will enhance soil productivity.



# SUMMARY

- Another progressive Cuyama Valley proposal from The Nature Conservancy

## MESM 2008 GROUP PROJECT PROPOSAL

### Conservation Plan for the Cuyama River Valley and Sierra Madre Foothills, California

#### PROPOSER

Thomas H. Maloney  
The Nature Conservancy  
[tmaloney@tnc.org](mailto:tmaloney@tnc.org)  
(805) 544 – 1767

#### FACULTY SPONSOR

Frank Davis

#### Statement

The Cuyama River valley is recognized for the ecological richness and rarity of the river and associated habitats, especially its freshwater wetlands, alkaline meadows, alluvial shrublands and interior riparian forests, all of which have become exceedingly rare throughout California's Mediterranean biome. Added to this is the river valley's pivotal position at the convergence of three ecological regions, enabling species normally separated by climate and topography to inter-mingle. Given its gentle topography and east-west orientation, the Cuyama Valley is ideally situated for funneling wildlife species migration and dispersal between the coast and interior, and if it remains largely intact, it will likely play a critical ecological role in enabling wildlife and vegetation to move to more suitable areas as climate changes. The river valley bisects large tracts of protected land at the Carrizo Plain National Monument and the Los Padres National Forest thereby conveying increased potential wildlife corridor significance to the region.

The Cuyama River valley and foothills are mostly intact due to its distance from major urban centers. However, threats of intensive agriculture (already identified as having profound impacts), rural residential development and gravel mining are increasing in the basin and threaten the outstanding conservation values present there. The Nature Conservancy has identified the Cuyama River as a focus for conservation engagement. Further analysis on the conservation values of the Cuyama River and deeper assessment of the persistent and emerging threats are needed to inform conservation engagement.

#### Objectives

This group project is multi-disciplinary and has several potential objectives:

- Evaluate the potential wildlife corridor functions of the Cuyama River through literature review, expert interviews and site-based investigations. Develop corridor conservation recommendations.
- Identify hydrogeologic issues resulting from persistent groundwater withdrawal for intensive agriculture and rural residential development.
- Develop a Cuyama basin-wide perspective on water budget and emerging water use conflicts.
- Assess increasing threat of rural residential development and recommend potential land use policy opportunities to abate the threat(s).
- Evaluate and recommend conservation easement for the conservation of select Cuyama Valley based conservation values.

# SUMMARY

- Another progressive Cuyama Valley proposal from The Nature Conservancy

- Investigate and identify opportunities for community-based conservation in the Cuyama Valley.

### **Significance**

As highlighted above, the Cuyama Valley and Sierra Madre foothills have highly significant conservation values. As a result of its complex gradients (elevation, geography, precipitation), and rare vegetation types, the area harbors an unusual suite of rare species, including San Joaquin kit fox, giant kangaroo rat, blunt-nosed leopard lizard, short-nosed kangaroo rat, San Joaquin antelope squirrel, Western spadefoot toad, California horned lizard, burrowing owl, Lemmon's jewelflower, California jewelflower, pale-yellow layia, San Joaquin woollythreads, Jared's peppergrass, recurved larkspur, woven-spored lichen, and Hoover's eriastrum to name just a few.

Experts consider the Cuyama Valley and adjacent foothills a critical regional wildlife corridor, representing the gap between protected areas of the Carrizo Plain National Monument to the north and the Los Padres National Forest to the south. Cuyama Valley provides a particularly important corridor for once-common, wide-ranging species such as the California condor, tule elk, San Joaquin kit fox, and pronghorn antelope which utilize annual grassland and interior shrublands, both dominant components of the site.

Numerous tributary creeks draining the Sierra Madre Mountains support well-developed riparian forests and numerous perennial springs, contributing to the ecological complexity of the area.

### **Background Information**

The Cuyama River represents the northern border of Santa Barbara County and includes parts of San Luis Obispo, Kern and Ventura counties as well. The site was added to The Nature Conservancy's list of ecoregional priorities in 2003 as a result of assessment efforts in partnership with the Land Trust for Santa Barbara County. This prioritization was reaffirmed during TNC's update of the ecoregional plan in 2006. TNC has developed a "focus plan" for the Cuyama Valley and Sierra Madre foothills.

### **Stakeholders**

The Nature Conservancy  
The Land Trust for Santa Barbara County  
Bureau of Land Management  
US Forest Service/Los Padres National Forest  
California Department of Fish and Game  
Wildlife Conservation Board  
Central Coast Regional Water Quality Control Board  
US Fish and Wildlife Service  
Santa Barbara County  
CalTrans  
Ranchers  
Row Crop Agriculturalists  
Second home owners  
Downstream water users

# SUMMARY

- Another progressive Cuyama Valley proposal from The Nature Conservancy

### **Approach and Available Data**

Utilize TNC's Focus Plan and expert interviews to get started, the team would then refine the questions to be answered in the group project. Depending on interest level or expertise, each member of the group could tackle a particular facet of the conservation planning (e.g., wildlife corridor function, hydrologic regime). Available sources of data include the academic literature, Cuyama specific reports, species accounts, county and agency plans and data as well as expert opinion.

### **Deliverables**

A final report and presentation would provide an assessment of specific conservation values or threats in the Cuyama Valley and Sierra Madre Foothills. An evaluation of potential conservation strategies would be included as well.

### **References**

Cox, R., M. Bell, M. Merrifield., March 2006. *Santa Barbara County Initial Assessment of Portfolio Conservation Areas*. The Nature Conservancy. 45 pages.

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Crawford, Multari, Clark, & Mohr Associates. 2000. *Conserving the Landscapes of San Luis Obispo County*. Report prepared for The Nature Conservancy and The Land Conservancy of San Luis Obispo. 94 pages.

McGraw, J.M. 2007. *Grazing Impact Analysis for the Conservation Targets of the South Inner Coast Range Mountains*. Report submitted to The Nature Conservancy and California Department of Fish and Game. June 5, 2007. 92 pages.

### **CLIENT**


The Nature Conservancy  
Thomas H. Maloney  
Program Director  
75 Higuera Street, Suite 200  
San Luis Obispo, CA 93401  
(805) 544 – 1767  
[tmaloney@tnc.org](mailto:tmaloney@tnc.org)

**\*\*Modest funding from TNC is available for this project\*\***

# SUMMARY

- Should the water study proposal by Santa Barbara County and the USGS be completed before more water is given away to industrialization in this critically over-drafted Cuyama Valley?
- Can't the county come up with something better than a huge sand and gravel operation which will preclude any practical future environmentally sound development in the Cuyama Valley?

COUNTY OF SANTA BARBARA  
PUBLIC WORKS DEPARTMENT  
NORTH COUNTY OFFICE  
620 West Foster Road  
Santa Maria, California 93455  
805/739-8750 FAX 805/739-8753



SCOTT D. MCGOLPIN  
Director

### Proposed Cuyama Groundwater Basin Study

**Project Objective** This project will answer questions raised by Cuyama Valley residents regarding the nature of the area's ground water resources.

**Project Description** The United States Geological survey will lead a detailed scientific study of the Cuyama Groundwater Basin. Key tasks will include updating ground water recharge and use information, evaluating historic response of water quantity (level) and water quality, and defining the interaction between different aquifer zones based on water level readings. As proposed, the study will involve adding additional monitoring sites to the existing monitoring network, conducting water chemistry and aquifer tests, and constructing a numerical model to simulate scenarios under differing climatic and cultural usage trends. Results will be published in a summary report.

**Project Participants** The United States Geological Survey will be the lead agency on the study and ensuing report. Santa Barbara County Water Agency will provide a majority of funding and administrative support. Other participants would include the County of San Luis Obispo, Kern County and Ventura Counties and the California Department of Water Resources. Local stakeholders will be kept abreast of the Study progress through regular public meetings. Cooperation of landowners will be important to access wells to make measurements.

**Project Benefits** This project will provide technical information to help the users of the basin make decisions about how to use their valuable ground water resources.

**Project Location** The project will encompass the entire Cuyama Groundwater Basin, the area from Ozena at the base of Pine Mountain to west of New Cuyama near Aliso Road.

**Project Timeframe** The project will take several years of collecting additional data to support the analysis. We expect to complete the study in 2012.

**Project Contact** Mr. Dennis Gibbs, Senior Hydrologist  
Santa Barbara County Water Agency  
620 West Foster Road  
Santa Maria CA. 93455  
805-739-8781  
[dgibbs@cosbpw.net](mailto:dgibbs@cosbpw.net)

AA /EEO Employer

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Thomas D. Fayram, Deputy Director      Dacé B. Morgan, Deputy Director      Mark A. Schleich, Deputy Director  
Rochelle Camozzi, Business Manager      Michael B. Emmons, Deputy Director  
[www.countyofsb.org/pwd](http://www.countyofsb.org/pwd)

# SUMMARY

- Should not the residents and land owners of Cuyama Valley have a say in it's future development?



**Future Project**

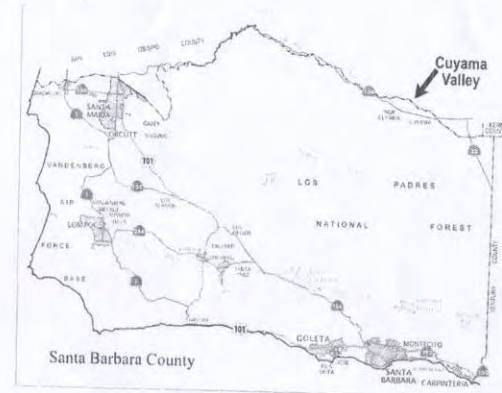
## Land Use Strategies for the Cuyama Valley

Planning and Development Department, Comprehensive Planning Division

*Goal: In collaboration with the community, develop strategies to guide Cuyama Valley Land Use*

### Project Summary

- The Cuyama Valley is largely an agricultural community with a very small urban center called New Cuyama. There is recent community interest in developing housing in the valley. Potential new growth beyond the current township boundary involves comprehensive review of land use policies.
- Through coordination with property owners and community interest groups, collaboratively develop County land use strategies to preserve character of Cuyama, protect agricultural resources and develop policies and development standards to guide future development.



### Project Players

- Project Team: Supervising Planner, Planner III, and Planner I, Development Review Planner
- Public Participation: Community workshops with property owners and ranchers; other interest groups
- Project Contact: Dave Ward (805) 568-2072; [dward@co.santa-barbara.ca.us](mailto:dward@co.santa-barbara.ca.us)

*568-2072 receptionist's mail*

### Project Schedule

- Community Workshops - TBD
- Draft Strategies - TBD
- Local adoption of regulatory changes - TBD

FUNDING	FTE	COST	DURATION
General Fund	1.5	312,000	24 months

# SUMMARY

- Should not the residents and land owners of Cuyama Valley have a say in it's future development?
- Maybe it's time that the political interests to quit telling us what is in our best interest.



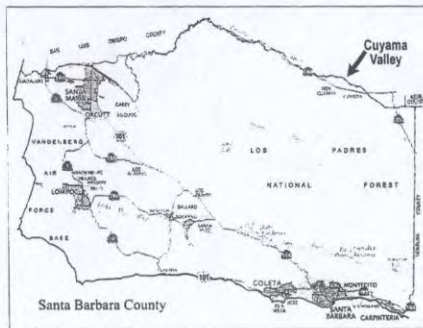
## Cuyama Valley Land Use Strategies

County Executive Office, Comprehensive Planning Division

Goal: to assist residents of the Cuyama Valley in creating a land use strategy for the Cuyama Valley

### Project Summary

The Cuyama Valley in the northeastern corner of Santa Barbara County is predominantly rural with agriculture and mineral extraction the predominant industries with a population of approximately 600 residents. Agricultural intensification and urban development have been limited in the past due to the geographic location of the valley and lack of available water resources. The process will provide a forum for valley residents to discuss important issues pertaining to land use, resources, community services and infrastructure, and to develop a collaborative strategy and vision for the future of the Cuyama Valley.



### Project Schedule

- ◆ Project Kick-Off – Spring/Summer 2007
- ◆ Community Workshops – Summer 2007
- ◆ Visioning Document Preparation – Summer/Fall 2007

### Project Participants

- ◆ Project Team: Derek Johnson, Project Manager, Supervising Planner (TBD) Associate Planner (TBD)
- ◆ P&D: (TBD)
- ◆ County Departments: County Counsel, Public Works, Water Agency, Park Department
- ◆ Public Participation: Community Workshops, Advisory Committee
- ◆ Project Contact: Derek Johnson, 568-2072

FUNDING	FTE	COST	DURATION
General Fund	.51	\$62,927	4 months

# SUMMARY

Santa Barbara  
**Independent**  
WHO. WHAT. NOW.



## Incompetence and Autocratic Management at Santa Barbara County

### Semi-Pro Santa Barbara

By Greg Mohr, who came to the Santa Barbara area as a UCSB freshman in 1972, graduated from environmental studies and geography in 1976, and did graduate work in geography through early 1979.

Thursday, June 28, 2007

In early May, after more than 28 years of continuous service with Santa Barbara County, I left my “dream job” because I was no longer allowed to provide the levels of superior public service and regard for the environment that were my reasons for working there in the first place. Today’s county workers are assigned tasks that are tied to “quantifiable performance measures” that have little or nothing to do with providing excellent public service and meaningful environmental stewardship, but rather have much to do with the ever-shifting whims of individual elected officials and appointed managers. So, very reluctantly and regretfully, I left.

I was raised with strong public service and environmental ethics and, since high school, had a life goal of a career that served the broadest possible community while providing a modest living. I was privileged to achieve this goal in January 1979, when I started as an extra-help environmental specialist with the county’s

<http://www.independent.com/news/2007/jun/28/incompetence-and-autocratic-management-santa-barba/?print>

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# SUMMARY

former Department of Environmental Resources, and went on to become a long-range planner. There was one overarching reason for this transition from environmental analyst to planner: Better long-term planning can prevent many environmental problems, and reduce the need to perform costly environmental impact reports and band-aid remediation.

I saw and weathered many transitions of political and professional power over those 28-plus years, but some of the most recent changes finally led me to throw in the towel. Some of the county's top "leaders" demonstrate extraordinary blends of arrogance, malice, duplicity, ignorance, and careless disregard for the unintended consequences of their actions and failures to act. One result has been a tragic exodus of talent and experience from the ranks of county employees; the past three or so years have been miserable for many people throughout the county's rank and file.

In Planning and Development (P&D) alone, more than 120 (yes, one hundred and twenty) planners have gone over the wall since December 2000, when some among us started keeping track of farewell messages; people who simply left without written goodbyes aren't included on this roster. I'm number 121 on the list. These departures, to be sure, have been for various reasons, including some tragically personal ones, but there are a few recurring themes:

- Plummeting morale, which is directly traceable to professional and personal disrespect and outright hostility from executive management, elected and appointed officials, and some of the most vocal members of the public; diminishment of professional responsibilities and growth opportunities for non-management staff; top-down directive and autocratic management with very little feedback from non-management staff, including recriminations against those who dare to speak out against the madness; and constantly shifting priorities and task assignments, killing the ability to get anything done, especially in the realm of long-range planning;
- Much better opportunities with other public agencies, private firms, and personal ventures;
- And, of course, the high cost of housing compared with salaries and benefits.

The last sad fact, of course, affects everyone who works for a living and many who don't, an issue which merits its own future column. Here and now, I want to concentrate on a few more parochial matters.

One of the more intensely personal and infuriating misadventures in "professional management" began about two years ago, in June 2005, during the Board of Supervisors' annual week of budget hearings for the coming fiscal year. Out of the clear blue, on Wednesday afternoon, Supervisor Brooks Firestone put forth the proposition that P&D's comprehensive planning division should be pruned from P&D and grafted onto the County Executive Office (CEO). On Friday morning, it was a done deal.

A month later, at least 28 staff members of comprehensive planning and P&D's energy division packed up and exchanged places, swapping our respective offices and destroying at least two weeks' productivity for all concerned. Do some math — the monetary cost alone should stagger the taxpayers' and fee-payers' imaginations, and please don't forget that *county employees are taxpayers too*. There were 14 good souls in comprehensive planning at the beginning of that fateful summer of 2005; only four of them remain today. Others have come and gone over the past two years.

The main expressed intent of this reorganization, both structurally and physically, was to allow comprehensive planning to focus on long-range planning projects, and for the permit processing divisions to



# SUMMARY

focus on process improvements. The latter generally, though not exclusively, means approving development applications faster and with less public and professional scrutiny.

A little shy of two years later, comprehensive planning — now known as long range planning — was reorganized back into P&D, although the functional connections will take some time to regenerate. I believe this reattachment was the major doing of P&D's current contract director, John Baker, although he demurred on confirming this during my exit interview with him in early May. At the risk of making him a target, I believe Mr. Baker is a competent and decent person who's trying hard to do some very good things, but he's fighting an uphill battle against a vindictive, over-controlling, and oppressive executive cadre. However, like an earlier director, Al Reynolds, he's a former Navy hand who knows basic right from wrong and can fend well for himself and his people.

Let me be clear on something else: I don't think Supervisor Firestone, County Executive Mike Brown, Deputy CEO Ron Cortez, et al are necessarily bad persons, but they have caused and continue to cause some very bad things to happen. They are members of a class of elite and self-important executives who believe they know what's best and can manage any organization under any circumstances, whether or not they have prior experience carrying out that organization's core business. In my lifelong experience, these types of executives usually don't have such superior abilities, but rather greatly muck up things they don't fully understand, and then move on to muck up something else, somewhere else. Attempts to help them understand the functions that they manage often are met with abuse and punishment for daring to question their self-believed omnipotence.

These types of problems and issues extend well beyond P&D and, indeed, well beyond the county government. Please try this: Talk with any friend or neighbor who works, or recently used to work, for Santa Barbara County; you'll get varied opinions and perspectives, but I'll bet that most of them generally agree with my assessments.

If this is how a "professionally managed organization" looks and functions, then perhaps Santa Barbara County should consider semi-pro status. Can we afford otherwise?