

Archived: Monday, December 15, 2025 8:35:11 PM

From: [Jack Lucas](#)

Sent: Friday, December 12, 2025 4:30:36 PM

To: [CSLC CommissionMeetings](#)

Subject: Fw: No. 110 Notice of Conference with real property negotiator re sandmining leases

Response requested: Yes

Sensitivity: Normal

Attention: This email originated from outside of SLC and should be treated with extra caution.

Please excuse senior citizen moment and alter date on this comment to December 12, 2025.

Thank you,
Libby Lucas

----- Forwarded Message -----

From: Jack Lucas [REDACTED]

To: CSLC.Commissionmeetings@slc.ca.gov <cslc.comissionmeetings@slc.ca.gov>

Sent: Friday, December 12, 2025 at 04:22:54 PM PST

Subject: No. 110 Notice of Conference with real property negotiator re sandmining leases

Dear California State Lands Commission,

November 12, 2025

Please do not reissue sandmining leases in San Francisco Bay and Delta to Hanson Marine Operations and Martin Murrieta Materials Inc. as believe there is no longer a surplus of sediment coming down the Sacramento River and out of the Delta but a deficit and sandmining now is dangerously degrading to San Francisco Bay's historic beneficial uses of critical sediment loads.

Due diligence in review of USGS monitoring records of sediment loads in main Delta Rivers compared to historic levels should reveal extent of sediment loss. The shipping channel of the Sacramento River diverts major sediment loads from river's historic channel. Assessing this tonnage would be available in U.S. COE's records of excavation operations to restore deepened channel.

Planned increased diversion flows to send more Delta water to Central Valley agriculture and to Southern California will increase loss of sediment flowing to central San Francisco Bay and out Golden Gate to Pacific Ocean. Proposed

Twin Tunnel diversion on Sacramento River will be another major depletion of sediment loads.

CEQA Law and Guidelines would cite these officially sanctioned uses as a cumulative effect on natural resources that should be recorded and assessed. If present Delta sediment loads are scientifically analyzed as was done in previous 1990's San Francisco Corps of Engineer's Francisco Bay Sediment Budget Study, believe you will find a dangerously critical loss to historic uses.

Levees, marshes and fisheries of the Delta and San Francisco Bay rely on this sediment load and have no substitute resource if it is diminished or lost.

These marine sand mining enterprises can obtain their raw material elsewhere. It may come at a slightly greater cost but levees, marshes and fisheries cannot replace the natural historic dispersal of sediment from river flows in Delta and to San Francisco Bay.

In earlier communications on this issue I cited sediment load levels reported by USGS, if staff could reference them. but COE shipping channel excavation load levels were unobtainable.

Thank you for consideration of my concerns on this extremely important sandmining lease deliberation.

Libby Lucas

Los Altos CA

Archived: Tuesday, December 16, 2025 1:28:13 PM
From: [Jack Lucas](#)
Sent: Tuesday, December 16, 2025 8:37:45 AM
To: [CSLC CommissionMeetings](#)
Subject: Fw: December 16 SLC Meeting Item sandmining No 110
Sensitivity: Normal

Attention: This email originated from outside of SLC and should be treated with extra caution.

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From: Jack Lucas [REDACTED]
To: CSLCCommissionmweetings@slc.ca.gov <cslccommissionmweetings@slc.ca.gov>
Sent: Tuesday, December 16, 2025 at 08:30:35 AM PST
Subject: December 16 SLC Meeting Item sandmining No 110

Dear California State Lands Commission,

One more aspect of the sandmining leases that you are considering today is the safety of San Francisco Bay bridge structures.

With critical losses in sediment load coming out of the Delta in recent decades the Bay tidal current is cutting a deeper channel under the Golden Gate Bridge. Bridge caissons are losing sediment support that engineers took for granted 90 years ago. There is no way to replenish this natural structural support.

Your staff needs to obtain latest data on bay seabed erosion at the Gate bridge. Believe it is serious enough to preclude granting any sand mining leases in Bay and Delta that will further lower sediment support.

The container ships that now enter the Bay and go up the Sacramento River are of a massive size and weight that bridge engineers could never have anticipated. Drifting in current or with loss of control they could challenge the Golden Gate Bridge structure beyond its engineered strength and stability.

Please maintain a conservative approach to preserve the invaluable historic beneficial uses that are essential to quality of life in the Bay Area. The Golden Gate Bridge is at the top of that preservation list.

Thank you,

Libby Lucas
Los Altos, CA

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