

September 18, 2020

Delta Conveyance Design and Construction Authority
Stakeholder Engagement Committee Members

Subject: ***Materials for the September 23, 2020 Regular Committee Meeting***

Members of the Stakeholder Engagement Committee:

The twelfth regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Stakeholder Engagement Committee is scheduled for a remote video conference on **Wednesday, September 23, 2020 at 3:00 p.m.**

Please join our meeting from your smartphone, computer or tablet.

<https://webinar.ringcentral.com/j/1497963377>

SEC Members are asked to join the meeting at 2:45pm to ensure priority entry by the meeting hosts and to resolve any technical issues prior to the start of the meeting.

Enclosed are the materials for the committee meeting in a PDF file, which has been bookmarked for your convenience.

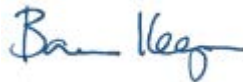
- **Meeting Agenda**
- **Meeting Minutes**- August 26, 2020 Regular SEC Meeting

All files presented during the meeting will also be available at dcdca.org by the Monday following the meeting.

Regards,



Sarah Palmer, DCA Board Member
Stakeholder Engagement Committee Chair



Barbara Keegan, DCA Board Member
Stakeholder Engagement Committee Co-Chair



DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE
REGULAR MEETING AGENDA

Wednesday, September 23, 2020, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (916) 262-7278 **Access Code:** 149 796 3377

Electronic Meeting Link:

Please join our meeting from your smartphone, computer or tablet.

<https://webinar.ringcentral.com/j/1497963377>

The purpose of the Stakeholder Engagement Committee is to create a forum for Delta stakeholders to provide input and feedback on technical/engineering issues related to the DCA’s current activities. Please note, this meeting is **not** part of the Department of Water Resources’ California Environmental Quality Act public outreach process related to a potential Delta Conveyance project and therefore comments made in this meeting will not be recorded or tracked for those purposes. All items are information only.

In compliance with state and county health orders, the meeting will be held electronically only through the listed meeting link and telephone number. Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990; requests for accommodations can be made by contacting staff at (888) 853-8486 or info@dcdca.org. Members of the public may speak regarding items on the agenda when recognized by the Chair. Speakers are limited to three minutes each; however, the Chair may limit this time at her discretion. Please note that Items 4 and 5 are a single discussion item; subparts are listed for clarity. **Persons wishing to provide public comments remotely on Agenda Items must complete the online public comment form at <https://tinyurl.com/dcapubliccomment-SEC> by 4:00 pm.** The public may also provide written public comment by email to publiccomment@dcdca.org. All written comments received prior to the conclusion of the meeting will be included in the written record for the meeting but will not be read during the meeting. Additional information will be provided at the commencement of the meeting.

1. WELCOME/CALL TO ORDER

2. ROLL CALL/HOUSEKEEPING

3. MINUTES REVIEW: August 26, 2020 Regular SEC Meeting

4. WORKSHOP: STAFF PRESENTATION & COMMITTEE DISCUSSION

- 4a. DWR Updates & Environmental Justice Survey Overview
- 4b. Bethany Alternative Siting
- 4c. RTM Management Plan Updates
- 4d. SEC Questions or Comments on August 26th Meeting Presentation
- 4e. Public Comment on Item 4

5. FUTURE AGENDA ITEMS

- 5a. SEC Tour Updates
- 5b. Future SEC Meeting Topics
- 5c. SEC Report to DCA Board

6. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

7. PUBLIC COMMENT ON NON-AGENDIZED ITEMS

This is the time and place for members of the public to address the Committee on matters that are within the Committee’s jurisdiction but that are not on the agenda. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. To provide public comment, complete the online public comment form at <https://tinyurl.com/dcapubliccomment-SEC> by 4:00 pm with their name, phone number or other identifier. As these items have not been agendized, the Committee is not legally able to discuss these items at this meeting unless a recognized exception applies.

8. NEXT MEETING

9. ADJOURNMENT

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Next scheduled meeting: TBD



STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Memo

Contact: Valerie Martinez, SEC Facilitator

Date: September 23, 2020 SEC Meeting

Item No. 3

Subject: Meeting Minutes

The meeting minutes from SEC Meeting 11 (August 26, 2020) are attached for your review. Please send any edits to hannahflanagan@dcdca.org by **noon Tuesday, September 22, 2020.** Since the SEC is not a voting group, this process will facilitate the review process and allow us to efficiently address the minutes at the meeting.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING

Wednesday, August 26th, 2020

3:00 PM

(Paragraph numbers coincide with agenda item numbers)

[Editor's Comment: Minutes are provided to ensure an accurate summary of the Stakeholder Engagement Committee's meetings. The inclusion of factual comments and assertions does not imply acceptance by the Delta Conveyance Design and Construction Authority.]

1. WELCOME/CALL TO ORDER

The regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Stakeholder Engagement Committee (SEC) was called to order via RingCentral video conference at 3:01 pm.

Director Palmer welcomed the SEC and meeting guests and thanked all for their participation. The meeting is being held via phone and video conference pursuant to Governor Newsom's Executive Order N-29-20 in response to the COVID-19 State of Emergency.

The purpose of the SEC is to create a forum for Delta stakeholders to provide input and feedback on technical and engineering issues related to the DCA's current activities. The SEC is a formal advisory body to the DCA Board of Directors. As such, and like the DCA itself, the SEC is subject to public transparency laws applicable to local public agencies like the Brown Act and the Public Records Act. It is important to note that the SEC and its meetings are not part of the Department of Water Resources' (DWR's) California Environmental Quality Act (CEQA) public outreach process related to any potential Delta Conveyance project and therefore comments made at this meeting will not be tracked or recorded for those purposes. SEC member comments at this meeting will be recorded and tracked, but only for the purposes of the DCA.

2. ROLL CALL/HOUSEKEEPING

Committee members in attendance were Angelica Whaley, Anna Swenson, Barbara Barrigan-Parrilla, Cecille Giacoma, David Gloski, Douglas Hsia, Isabella Gonzalez-Potter, James Cox, Jim Wallace, Karen Mann, Lindsey Liebig, Malissa Tayaba, Dr. Mel Lytle, Mike Hardesty, Peter Robertson and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Tribal representative alternate Chairman Jesus Tarango was also in attendance.

Member Philip Merlo was not in attendance.

DCA Board Members in attendance were Director Sarah Palmer (Chair) and Barbara Keegan (Vice Chair). In addition, DCA and DWR staff members in attendance were Kathryn Mallon, Valerie Martinez, Joshua Nelson, Graham Bradner, Phil Ryan, Nazli Parvizi, Claudia Rodriguez, Jasmine Runquist and Carrie Buckman.

Ms. Palmer reviewed meeting guidelines and norms. All meetings are subject to the Brown Act. The Chairperson presides over meetings and the Vice-Chairperson presides over the meeting in her absence. Discussion will be guided by the meeting facilitator, Valerie Martinez. Staff will provide technical information to support the committee's work. Each meeting will be goal-oriented and purpose-driven. The information provided is for purposes of discussion only and is subject to change. The committee holds no formal voting authority. We will seek consensus. All views will be listened to, recorded and reported. Participation in the SEC does not imply support for any proposed conveyance project.

Ms. Palmer reviewed housekeeping items. Members of the public can request to speak during the public comment period by emailing claudiarodriguez@dcdca.org. Written comments will be added to the record but not read during the meeting. Patience is appreciated, as this is the first teleconference for the SEC. DCA will work to ensure everyone is heard and receives the information needed.

The meeting is being recorded and will be posted on the website following the meeting. Please be mindful of your background, and please mute your microphone and/or stop your video if you need to step away during the meeting. In order to provide organized comments and allow SEC members to speak without talking over one another, SEC members are asked to use the "Raise Hand" feature in order to be recognized to speak during the meeting by Meeting Facilitator Valerie Martinez.

3. MINUTES REVIEW: July 22nd, 2020 Regular SEC Meeting

Ms. Palmer asked if there were any comments on the minutes, which were distributed to members. Any changes can be reported to Jasmine Runquist. No objections or changes were reported by SEC members.

4. STAFF PRESENTATION & COMMITTEE DISCUSSION

Ms. Martinez noted that all of the microphones were muted in order to limit the disruptions made during the presentation. The microphones will be un-muted when it is time for SEC comments or questions to be made.

a. SEC Open Forum – Reflection on Status

Ms. Mallon explained that the team wanted to shift the typical schedule of the meeting to allow for a longer discussion and open dialogue, based on committee feedback. She thanked the committee for their time and thoughtful contributions.

Ms. Mallon noted that thus far in the process, the Delta Conveyance System has been introduced, the conceptual project elements for the Central and East Corridors have been introduced, the alternative studies have been sited, logistics plans and traffic impacts have been reviewed, and design changes have been made to reflect SEC comments. Great progress has been made in areas such as reducing site footprints and maximizing the reclamation of impacted agricultural land.

In upcoming meetings, the main focus will be the Bethany Alternative. The plan is to take the same approach as was done with the Central and Eastern Alignment Alternatives.

Ms. Mallon opened the discussion for any comments members wanted to share with the SEC, suggestions for the Bethany Alternative, or anything that required greater detail.

Ms. Martinez reminded that the team is encouraging an open discussion but keeping in mind that only engineering logistics and construction can be supported in this space. The goal is to hear from every group of the SEC. She invited tribal representatives to start off the conversation.

Chairman Tarango said he would leave this to Ms. Tayaba to comment on as he was not present at the last meeting.

Mr. Cox said that every time a discussion about habitat has been brought up, or the plans for Clifton Court, it is told to the SEC that these items are not part of this project. The main concern of his constituents is Clifton Court and it cannot be discussed here.

Ms. Buckman said that at this point, making major changes to Clifton Court is not part of the Delta Conveyance Project. The state has many water-related issues and potential options to address those issues, as documented in the Water Resilience Portfolio. The Delta Conveyance Project is one component of the Water Resilience Portfolio and cannot address all issues; the issues at Clifton Court Forebay are not part of this project.

Mr. Robertson said it's difficult to have meetings during this time, but the map books and flash drives provided have allowed for smaller meetings to be arranged. The biggest question received among boaters is about interruption to vessel traffic, especially with the bridges and ferries on the Delta having operational issues. How are we going to get there? How will boats be moved? Some events on the water like a salmon derby, for example, could have around 80 boats on the water, so there would be a lot of traffic. Will there be a system set up to tell people when and where there will be work that will impact the waterway? This is critical and a lot of boaters are asking. We need to know exactly where it's going to be.

Ms. Mallon said if there is a graphic that the team could use to help in terms of interruptions to vessel traffic, that can be done. With the barging gone and the change on Hwy-12 to improve the bridge crossing, there should not be any impacts to the waterways, other than what you might be able to see on the activity happening on land from the water ways. With the minor exception of the intake construction, which will be covered in today's presentation.

Mr. Ryan said there are a few minor bridges in areas that aren't as navigable. There is some widening to support traffic flow at the back of Hood on Hood Franklin Rd. There would potentially be a bridge widening at Snodgrass Slough. Most of this should not impact the major recreating public. Though intakes do project out into the river, the river is really wide at all three intake sites. There would certainly be navigational tools on the river for construction but shouldn't cause issue with moving back and forth on the river.

Ms. Mallon said the team will create a map of the Delta and add notes where noticeable effects could be expected for boaters.

Mr. Robertson said the Coast Guard does notice to mariners if anything unusual will be taking place on the local waterways. Will we be connected with them somehow? That system works very well.

Mr. Ryan said the project absolutely must get Coast Guard permits for construction and operation of the intakes. The Coast Guard will know where construction is occurring, and activities should be on public information websites.

Ms. Gonzalez-Potter asked can we dive a little deeper into Staten Island and the maintenance shaft there? As part of the Nature Conservancy, there is an increased interest there.

Ms. Mallon said the team can do a follow-up with a more detailed presentation to the TNC and spend more time on the individual maintenance shaft.

Ms. Gonzalez-Potter said that increased communication would be helpful, especially with conversation about the birds.

Mr. Wirth asked could we see some refinements to the times of usage for the haul roads to the intakes? It would be helpful to minimize impacts. There was a lot of outreach and stakeholder involvement in dealing with mitigation. Although we are not involved with CEQA, this is a project with regional impacts to species and a regional approach to mitigation would be appropriate. It should be looked at as more of a regional effort than just site by site with ways to offset impacts. The filter discussion about removing different alternatives at the last meeting was not satisfactory to the environmental community. There were no metrics and it was not done to the level of scientific and engineering refinement that this group is used to. It seemed more subjective.

Ms. Mallon said the team redid all the traffic histograms and will get a new book out to the committee that shows every single site. It will also show the time of traffic counts.

Mr. Wirth asked if the new histograms will be the last word on that or will there be opportunity to refine them at all?

Ms. Mallon said the team will welcome new comments to the histograms, but the intakes haven't changed significantly. Now that it's down to one route to get to intake, there's not a lot of opportunity to shift.

Ms. Buckman responded to Mr. Wirth's questions regarding the alternatives process from the prior meeting. The alternative formulation process is a more detailed process than what we were able to present during the SEC meeting. Last month we were trying to give an overview. The goal is to give context and explain to the SEC what the DCA is being asked with these new alternatives. The EIR will include a much more detailed description; the purpose of the SEC presentation was to provide an in-progress update.

Mr. Wirth suggested a regional mitigation strategy for the project as opposed to a direct impacts approach.

Ms. Buckman said we have some time before developing mitigation strategies, but your suggestion is heard.

Ms. Swenson asked how will it be ensured that tunneling under the cranes' sacred roosting sites will be safe? There hasn't been much discussion on the impacts on communities such as Hood, a majority Native American community. Questions about noise still remain. There is concern about the impact on Twin Cities, not only with recreational boating but also for the farmers moving in and out and moving crops. There was a bridge closed this past month and it has had a large impact. Noticing and signage were confusing. She spoke with some farmers about the plan of scraping topsoil and replacing with tunnel muck and there is concern that this will destroy the ecosystem of the Delta, making the land unfarmable. There is a specific farmer whose property is shown as a borrow pit on the map and he was unaware. It's concerning that eminent domain is on the horizon and noticing hasn't been done. Has county input happened on the Draft Engineering Report? What is the timeline on that report? She noticed on the DCA materials that the timeline had changed regarding the SEC, is there some clarification on that?

Ms. Mallon said communications will be a huge part during the construction process. Every site will have a process with communications specialists coordinating and managing that work. This will not be an area of struggle in the future, but it is still a long time away. We can cover the Draft Engineering Report in Ms. Buckman's presentation, but the engineering plan is not eminent, and all concepts have made their way through the committee. There will be no surprises when it comes out. A meeting was set up with key leaders in Hood, but it was postponed because of smoke from the fires as it was outdoor due to COVID. It will have to be rescheduled. Mr. Ryan will cover noise at the intakes in his presentation today.

Mr. Gloski said it looks like we're at a period of time in the process where we've received a lot of technical information and lists of successes. It feels like there is lot of good faith participation from everyone. It was surprising when the budget came out and there was nothing for dual-use facilities, benefits, and other things that had been discussed. I'm getting concerned that it won't be addressed. A lot of people from various groups are putting time and resources in, but what's coming back? Our role may not be in the mainstream of payments and such, but we're the neighbor and we're being directly affected. What are the benefits? What is this area getting out of all this? We should start handling the different issues presented as what we would like out of it. Through conversations with various people, the only thing that gets them interested and listening is through talking about the benefits of the project. We should start a real discussion about the benefits.

Ms. Mallon said the team is in agreement in terms of community benefits and we recognize that. She was explicit in the presentation to the Board that this was an item, that needed to be included, but just wasn't part of these numbers. It's not an item that was left out because it's trivial or not important, it's just that the estimate at this point for the water contractors is really focused on the design and construction. It will definitely be a topic of future discussion.

Mr. Wallace said he appreciates the engineering design and detail; it gives the SEC a much better understanding of the project. Early in the project, Ms. Mallon talked about mutual benefits and she was reaching for feedback from the committee. He told her that there aren't any mutual benefits, but there is an opportunity to begin a process for community benefits and agreements. It'd be good to see the SEC and DCA establish a way to begin to identify how a benefits agreement could be reached. It sounds like simply identifying a process is necessary. The Metropolitan Water District would likely welcome the idea of having conversations with the SEC and the people of the Delta to discuss what kinds of benefits can accrue throughout the Delta. It seems like if we don't move forward in this direction, we might become another Owens Valley. We should have this opportunity to meet with water contractors and with Met, which could be facilitated by the DCA.

Ms. Buckman said she really appreciates the ideas. They are in line with what the team was thinking. They are looking at figuring out that process and then sharing it with the SEC. It's coming up and hopefully it can be discussed by the end of the year.

Mr. Cosio said from the beginning, the SEC knew the process was not going to be a collaboration, but a compromise, and they have compromised on many topics. If a point of collaboration could ever be reached, that would be a plus. It would be a positive outcome to head in that direction.

Ms. Barrigan-Parrilla said there is concern about the information provided on why no analysis will be done of the No-Tunnel alternative. If there is a want for honesty and transparency, the rationale needs to be released or it'll go on being a conflict. The more you can explain about that decision, the better. Last month, when we reached out about water quality, we were promised something would happen for today's meeting. The water thresholds in San Joaquin County are 220x more than what is considered the danger threshold. While I understand the SEC is only dealing with construction, the problem with the whole process is that SEC members need to hear from DWR regarding water quality. My fear is that by the time the discussion for community benefits happens, we'll lose control of the estuary. Proactive discussions regarding water quality and environmental justice populations need to be happening simultaneously. In the updated traffic histograms, is there any new information around the Port? CARB has sent a strong letter to the Port about failure to do outreach and increased pollution in the community. There are many issues going on all at once. We need to push to mitigate for air quality impacts to one of the most vulnerable communities in California. There is work that needs to be done by committees for life of the waterways and life of people.

Ms. Mallon said we're in the same place with air emissions and such. The histograms will show truck traffic, but it's unknown how much will grow through the Port because it's unknown where contractors will be procuring their materials. The team made some assumptions there and they're reflected in the histograms. Ms. Buckman's team is looking at the environmental impacts and the amount of materials on the trucks that need to come to the site. She will be doing the analysis of impact, and identifying mitigation measures, if needed. They will be sensitive to the issues being discussed. A lot of the work is looking at the future of construction vehicles and closely monitoring what is moving to hybrid and electric. If we collaborate with big truck companies, we could potentially move the industry along faster than it currently is. We will pay close attention to all of these issues with our work.

Ms. Buckman said that was a good summary of air quality. For water quality, although it is a responsibility of the State Board, DWR is looking to help where they can. It's not necessarily part of the Delta Conveyance Project but something that DWR has been discussing. DWR wants to improve understanding of HABs because not understands what HABs are and the underlying issues that are discussed. DWR has been producing "deep dive" videos to discuss issues in more depth and are considering a video on HABs in the upcoming series.

Ms. Barrigan-Parrilla said if this project continues to be pushed forward without addressing the issues it will cause, it becomes very hard for us to hold onto good will. A task force must be put together and items need to be addressed faster.

Ms. Buckman said it might be helpful to continue to visit this conversation offline.

Ms. Liebig indicated that it has been a struggle to get information out to people. She's been looking at the map books with landowners and working with them directly because they don't realize that their land is being directly impacted. The agricultural community is mostly concerned about the overall impact to the agricultural community within the area. We are anticipating so many ripple effects on what construction will do to the surrounding areas. More and more agriculture will go out of production aside from direct impacts, not only impacted from eminent domain. The effect will be greater than anticipated. Farmers are still not convinced about the tunnel muck. There are concerns about the feasibility of the land and contamination. The most difficult part of the process is having to balance being part of this committee and getting pushback from the community, as well as being constrained to the discussion about construction. It's hard to get information about what the committee is asking without being able to talk about what those concerns are. The process has been highly informative but is also one-sided; certain conversations aren't allowed. It's hard to sell the project with the community when the EIR and alternatives haven't been vetted. After last month's presentation, it's not selling on a lot of community support. It's a struggle to feel like we can't bring in the right content or the right questions being received because we can't discuss them here.

Ms. Parvizi said she'd love to touch base on some of the outreach Ms. Liebig has done. A lot of folks who have points on the maps have been reached out to anyway because of Geotech work. There are folks that with no Geotech, will see points on the map and be concerned. It's for illustrative purposes only, nothing has been decided, but the team should reach out to them and keep in touch with them.

Ms. Mallon said this has been a topic of discussion internally especially as the virtual tours are about to be released. There is a commitment to talk to any folks that are at a potential siting of facilities, but a lot of people have already been talked to. Postcards were sent out to everyone at the start of the process. Everything has been moved on the maps from the beginning, so earlier it would have been premature to start contacting people. Now that it's starting to narrow down, we want to make sure to talk to folks and make them aware. If anyone wants the team to talk to them in more detail, that can be done.

Ms. Liebig said it's important to get people engaged and make sure they have all the necessary information. We are trying to bridge that gap. It's also important to ensure that

we're not just talking to landowners, but whoever is working the land as there may be potential lease agreements and such.

Mr. Hsia said there is a great group of people here and this is a great opportunity for the DCA to introduce different parties to start a dialogue. The SEC should make use of the opportunity. Several legacy towns like Courtland and Walnut Grove are away from harm's way in terms of the tunnel, but the fate of the community lies within the whole Delta. We are of course nervous about Hood.

Ms. Mallon said those are all incredible towns to the Delta and we will be doing more outreach to ensure everyone is informed.

Mr. Moran said one of the benefits of this process is that it's great to see changes in infrastructure based off input from the committee. It shows that it's sincere and has impacts, but the hope is that the lasting benefit will be all the talk of what is outside the scope of this committee. What is important to stakeholders is what will happen to this place. Some community benefits items might require engineering elements, so it might need to be incorporated into this and to ensure that they're applied moving forward. We're off to a good start and it is step one in a multi-step process.

Mr. Hardesty said the difficulty is that the importance of this is so narrowly concentrated on the engineering. This is the problem and it has been focused on for too long, in turn excluding conversation about impacts consequences. As much as benefits are important to look at in any project, so are the impacts. Some concerns are water quality, alterations in the flow of water, water surface elevations (in terms of affecting farmers and irrigation). These topics are not unlike traffic studies. It's time to have the conversation of aspects besides construction, like operation of the completed project. It's difficult to talk to those like the people of Solano because conversation revolved around just engineering won't resonate. Even if its preliminary, it's time to discuss those impacts.

Mr. Gloski asked is there a task force at DWR for the algae problem? Is there a plan or strategy?

Ms. Buckman said the State Board has a network that includes state, federal, local, tribal representatives that is focused on HABs.

Regarding the SEC's interest in talking about CEQA-related impacts (such as water quality), Ms. Mallon mentioned that the SEC was necessarily put "in a box" because the DCA was responsible for sending the DWR team a set of engineering documents for their assessment. It has been a frustrating process for the SEC and puts Ms. Buckman in a difficult position of being the one that must remind the committee that certain discussions are not in the purview of the SEC. There are also CEQA restrictions to be mindful of. It would be great if this space could be more of an open forum, but it's not what can happen with several restrictions.

Ms. Buckman said the team is also exploring all options for CEQA outreach to go above and beyond what is required.

Dr. Lytle asked has it been two additional expert reports that have been completed? The SEC only analyzed one of them. What is the status there? Regarding outreach, particularly with locals and smaller groups, now that alignments and design have essentially been proposed, if that could be captured and put it into a brief presentation to circulate so folks can see it, that would be helpful. Otherwise one would have to go through all the presentations and gather slides from there. At the Board meeting, Ms. Mallon gave a presentation on the six areas that the SEC has had impact in the design discussion. This is interesting because there is a term called value engineering, which takes place after the design to determine if there could be more value developed to cost save. This has been an interesting exercise in that there has been a preliminary value engineering that the SEC has produced through the comments and how they have changed the overall dynamic of the project. Is there a value there? It's an interesting thing to consider. Lastly, how long is the SEC going to continue to meet?

Ms. Mallon said value engineering will be part of the program delivery. ITR reports are always reviewed at the board meetings; they are very technical. If there's anything we feel affects the stakeholders, we would share it here. Results of the ITR can be found in the Board Meeting presentations. In terms of outreach, that is a good point about breaking down presentations into smaller snippets. There will be a lot of opportunity for that with the new website. We will talk to the SEC more about the schedule. It has to do with how DWR and DCA will utilize the SEC moving forward. The main work will require meeting at least through this year. Next year is more open and up in the air with what is done. It sounds like there are some topics that the SEC would be interested in continuing to be part of, but we are sensitive to your commitment as well.

Ms. Parvizi said if there are specific areas of presentations you'd like condensed or specific topics, keep in touch. We could put these up for multiple groups.

Mr. Cosio said in terms of the screening criteria from the last meeting, he agrees that it's subjective, but the data that is out there shows that maintenance area 9 is the weakest levee of the North Delta. It was estimated at about only a 14-year protection. Others nearby in the area are at 49-year and 36-year. It's not that the other options were just thrown out. This could be easily isolated. North Delta Water Agency has a contract with the State to maintain water quality in the North Delta. With sea level rise, what will happen with this contract? A lot of assumptions are being made that aren't necessarily likely to happen.

Ms. Swenson said it's hard to stay "in the box" with this project when it's known to expect certain things like setback levees across from the intakes that will impact neighbors. There is concern about flood and using current systems to take water out. There has been a lot of talk about community benefits, but it's hard to put a price tag on it. There should also be more outreach to places that will be directed impacted, like Hood and Courtland. The project can't necessarily be contained because it's all interconnected and one thing affects another.

Ms. Tayaba said the project will impact tribes tremendously affecting natural resources, sacred sites, and gathering sites. What are the impacts to the plant life, fish, and water quality? The same questions tribes keep asking. This last meeting tribes were still wondering about this information. Tribes are still really asking about the No-Project alternative. Every month, they still struggle with getting materials late because we can't review it with our team

and distribute them to everyone. The maps are so important but hard to print. Tribes want to know information regarding Stone Lakes Wildlife Refuge and what the impacts will be here.

Ms. Parvizi said the team understands the frustration with the materials. Unfortunately, materials can't be printed and distributed before meetings because the team is working on them until right up until the meeting starts. The team is committed to trying to get materials over before the Tribal Engagement meetings. We apologize that folks don't have materials in hand before the SEC meetings but that is why the team is available to attend and present the information at the TEC meetings.

b. DWR Updates

Ms. Buckman provided an environmental review update. The scoping Summary Report has been published and the team is working on more outreach plans. The process is still early. The Draft EIR is in progress currently. The USACE released Notice of Intent to prepare Environmental Impact Statement on August 20th, and is accepting scoping comments through October 20th.

The CEQA documentation required for soil investigations was adopted, which allowed work to be scheduled to begin on publicly owned sites this fall. Additional field work is currently underway as part of a previous effort.

An updated schedule has been released recently in preparation of the environmental document. The USACE review process has been incorporated into the internal review processes before release of the public draft. DWR and USACE will release a separate EIR and EIS.

Ms. Mallon said their team plans on having their documents to Ms. Buckman's team for review, including Bethany Alternative, in February of 2021. Pieces of information will be handed over along the way to get a head start at some of the information.

c. Intakes Design Refinements

Mr. Ryan presented on Intakes Design Refinements. The original plan was three sites selected for further consideration and the specific combination of uses not defined. The current plan is for Intake 2 to be sized at a 1,500 cfs and only included for a 7,500 cfs project capacity. Intake 3 is the deepest and shortest structure; it would be sized at the full 3,000 cfs capacity for all project capacities of 4500 cfs or greater. Intake 5 would be sized for 3,000 cfs for all Project capacity options except 4,500 cfs, where it would be 1,500 cfs.

The current plan for Intake 2 minimizes noise in Clarksburg and Elk Grove. Using the deeper intakes of 3 and 5 promotes the smallest in-river intake footprint. Because intake 5 can be reached from the Twin Cities launch shaft, it's included in all the options, Lambert Maintenance Shaft is not required because Intake 5 is reachable from Twin Cities without it. That's an overall reduction in the project facilities.

The team revised the sedimentation basin layout for an onsite earth balance. The intakes have been laid out to use the excavation from the sedimentation basins to build all the

embankments along the river and around the basins themselves. This eliminates thousands of truck trips and associated emissions leading to the intakes and adjacent to Stone Lakes. The overall impact to the site is minimal. The hope is that the sedimentations basis can be reduced in the future as the site features are optimized.

The intakes were originally constructed with sheet pile cofferdams. Our new concept is to use a mixed soil wall at the back which reduces the quantity of sheet pile and their structural strength requirements. The back wall is main structural element and the sheets are now going to be lighter, such that they can be mostly installed with vibratory methods with limited impact pile driving. It's a huge reduction in the amount of noise and the duration of the process.

The new layout plan for the tee screen structure has a smaller box on the river side, and therefore less sheet piles and less foundation piers. By moving some of the control to land side boxes, we were able to make the structure smaller and reduce the river side workload. The huge benefit is the faster installation and reduced foundation. Due to the timing, the total of the size and cofferdam chans takes a whole summer's season of construction away.

d. Traffic Reductions

Mr. Ryan said that the traffic has been more fine-tuned and reduced from information previously shared with the SEC. At one point, almost 2,500 trucks a month were going to be needed for three months in a row for each maintenance and reception shaft, but changes were able to be made. Deliveries are now scheduled as needed to match onsite work and the shaft pads size were reduced which also reduced the haul quantity. Truck trips are now down to less than 750 a month.

Ms. Mallon clarified that this affects all of the shafts.

The changes for the Central and Eastern Alignments associated with the shaft pad hauling and elimination of shafts was described. For the Eastern alignment, the shifting of tunnel grout deliveries from barge to trucking cause an increase in trucking to the Lower Roberts shaft on Hwy 4 later in the work. The result is total truck hauling is roughly the same, but the peaks are spread out significantly.

For Byron Highway, the changes include adding the overcrossing at Bruns Way to avoid Byron Highway when transferring material from one site to another, shifted material from truck to rail, and total truck trips changed from 186,000 to 22,000. Traffic impacts to Byron Highway were severely reduced.

The Bouldin Island changes include removing the barge landing and placing the precast tunnel liner segments on the trucks, reducing the pad height at the Bouldin Island Shaft, and the total truck trips changing from 37,000 to 68,000. Even with the increase in traffic, it is still an improvement with Level of Service on SR-12. The construction traffic won't use up the additional capacity.

The shaft diameter and pad heights have been reduced throughout the Delta. The size of the basins have been increased to balance the borrow material to avoid imports at the intakes. Hwy-12 has been expanded to 4 lanes to facilitate increased truck traffic. Shafts have been

eliminated on Hwy-4 and borrow material has been reduced to transport for the shaft pad construction. Rail transport where spurs were included has been maximized on Byron Highway and a temporary bridge over the Highway has been constructed to avoid use for materials transport.

e. Briefing on Bethany Alternative

Mr. Ryan provided a briefing on the Bethany Alternative. Bethany is an extension to the southern end of the Eastern Alignment.

For the existing State Water Project, water is brought through the Delta, flows into Clifton Court and then flows out at the fish screens through the canal to the Banks Pump Station. The Banks Pump Station lifts the water to Bethany Reservoir where it is subsequently moved downstream to users.

The Central and Eastern corridor systems connect to the existing system upstream of the Banks Pumping station and water moves downstream in the same manner as the existing system. The new Bethany Alternative would discharge directly into Bethany Reservoir and bypass the Banks Pump Station.

For the new Bethany Alternative, the tunnel would terminate just south of the Byron Highway at a reception shaft. There is no tunnel driving operation in the southern end for this alternative. The reception shaft will also be part of a surge basin to take the surge flow during power failures or other surge events. The surge basin is around 15 acres. A new pump station would be located at the surge basin. The pump station would discharge into aqueducts, 3 to 4 miles in length, that would convey flows the remainder of the distance to Bethany Reservoir.

The benefits of Bethany are that it eliminates the need for a new balancing reservoir – Southern Forebay (1,293 acres) and connects to the existing State Water Project system downstream of the Banks Pump Station providing independence from the existing system to Bethany Reservoir. It allows the State to more easily take the Banks Pump Station or Clifton Court Forebay out of service for maintenance or repair when necessary.

There are key challenges with the Bethany Alternative, including the discharge pipelines from the pump station to Bethany Reservoir must navigate around and between the existing and potential future conservation easements around Bethany Reservoir. Without the Southern Forebay in the Bethany Alternative, there is little project need for reusable tunnel material (RTM). A new RTM Management Strategy will need to be prepared. There is little available geotechnical data on the underground conditions in the area. What little exists indicates the area contains weak and fractured rock.

Mr. Gloski said there is a big size differences between the old Forebay and Bethany Reservoir. It will function much differently than a forebay, correct?

Mr. Ryan said yes, a lot different. We were balancing a 6,000 cfs delivery on the Central and Eastern corridor with the Banks Pumping Plant that has about an 11,000 cfs capacity to operate in a dual conveyance mode. Bethany is still potentially dual conveyance, but not

using the same facility to accomplish that. There is only one pumping plant and no forebay in between. There is a surge basin to absorb the surge. A forebay is not needed for this configuration.

Mr. Gloski did the forebay before have any storage benefit?

Mr. Ryan said the storage benefit of the previous forebay was for timing of use so that both systems could be used concurrently while not having to stop the new facility's operation. It was only about 12 hours' worth of storage or operational storage.

Ms. Mallon said that forebay was needed to balance allowing the tunnel to continuously flow at 6,000 cfs while letting the Banks Pump Station do what it needed to do. The balancing is not needed at this one because you can discharge into Bethany Reservoir.

Mr. Gloski said Bethany doesn't look to be too big so you'll balance how much you can take from the tunnel with how much you can take from the Delta, right?

Mr. Ryan said Bethany Reservoir has discharge continuously downstream.

Mr. Gloski asked what is the discharge of Bethany in cfs?

Mr. Ryan said the maximum discharge from Bethany Reservoir is just over 10,000 cfs.

Mr. Gloski said with the water sitting there in the forebay, it's easily accessible to flush the South Delta, so it eliminates that as a possibility.

Mr. Ryan said he is unsure how effective the forebay was to flush the South Delta to begin with.

Mr. Hsia asked was the Glanville Shaft also eliminated?

Mr. Ryan said Glanville wasn't eliminated, it was just moved to Twin Cities launch site. It's now being called the Twin Cities Shaft. It was moved to consolidate the operations on the other side of the freeway. This removed us from the boundary of Stone Lakes Reserve. There were a lot of benefits and it eliminated the need to build bridges over I-5.

Ms. Swenson said on slide 3, Mr. Ryan was talking about noise reduction, and said that the elimination of Intake 2 reduced the noise for Clarksburg and Elk Grove. How loud are these pile drivers?

Mr. Ryan said that a while back, the team showed a sound pressure map that showed different levels from pile driving. They're indiscriminate of what direction; they go out equally at all directions. At Intake 2, the subdivisions of Elk Grove are still in realm of hearing. It would be louder in Clarksburg since it is closer. The exact decibels were on a previous slide from an early intakes SEC presentation that we can bring back if need be.

Ms. Swenson said it would be useful to have that information readily available and incorporate it into future slides rather than look for it in previous presentations. It would be helpful to have a refresher on noise.

Mr. Ryan said the sound pressure levels we showed were essentially unmitigated. We can show levels published values for pile drivers. The team is looking at test pile programs to test different ways to reduce sound. Down the road, noise will likely change.

Ms. Swenson said noise is one of the major concern of residents, especially because the acoustics are different in the Delta.

Ms. Mallon said Geotech data is needed to see different strata to install sheet piles. This presentation is to show that this issue has been looked at and relooked at again. The techniques proposed are quieter but before more work is done, waiting for eminent geotechnical data to see how well these methods work for soil conditions.

Mr. Ryan said the team has substantially reduced the length of impact driving; that alone is only 20 percent of what we had before. There is also only half the pile quantity now, so this is a serious reduction in impact driving piles.

Mr. Moran asked does the alignment of Bethany by Clifton Court go under the Jones Plant? Anywhere near it?

Mr. Ryan said the sites for the Bethany alternative are still tentative. The launch site at Lower Roberts is the same location as on the East corridor. The Upper Jones maintenance shaft is very close to the site for the East corridor. There's a new shaft on Union Island, third one down. The last maintenance shaft is just south of Byron Highway, to the east of Mountain House Rd. The Jones Pumping Plant is at the bottom of this figure, but it is not near the potential tunnel alignment. We're not underneath anything at all.

f. Public Comment on Item 4

Ms. Palmer opened up the discussion to public comment on item 4.

Emily Pappalardo said that she's commenting mostly on noise impacts of pile driving. I wonder how much guarantee there is that a vibratory hammer can be used. In her experience, we always had to use an impact hammer. We're about a mile away from pile driving and it's very loud. I can't imagine one summer of this happening all day, every day. I fear that I might lose tenants. It's difficult to run a marina in the Delta, especially with such noise impacts. It's hard to look through all old materials to understand the duration of pile driving and construction schedule. Can all pile driving be done in one summer for both intakes or just one intake? I like seeing the haul routes off the levee roads, there's traffic with harvest in the summer. Especially if bridges can be avoided, you can reduce impacts to farming and the project itself. I encourage you to minimize noise as much as possible with whatever buffers you can.

Mary Chambers commented on the proposed Delta tunnel, calling in to express her concerns about the environmental impacts to fish and birds in the Delta and those habitats. The proposed alternatives don't offer a broad enough alternative. They are limited in their scope and don't look at how local and diversified solutions could improve water availability. She would like to see an increase into agriculture efficiency, like drip irrigation, better planning for crops, and making sure there is better land for ecological farms. Improved urban water use efficiency, recycling water, capturing rain and storm water, and improving ground water transportation policies. These alternatives don't discuss any of these.

Osha Meserve commented on behalf of Local Agencies of the North Delta. She continues to be concerned about this tunnel project. There has been some discussion of improvements that DCA wants to emphasize but harmful aspects are not up to discussion. The environmental review update from the DWR, the reference to the EIS being prepared from the USACE. She encouraged DWR to make sure that this can happen as much as possible with COVID-19. Having the Army Corps in the lead is concerning. The notice of intent from the Army Corps says that the EIS will only address project construction not project operation. There are legal issues with that approach. Both need to be reviewed together. Possibly in a future update, that should be addressed in this setting or elsewhere. Concerned with the Bethany reservoir that it could be another step towards abandonment of the Delta Conveyance the way it is set up right now. If the South Delta is going to be skipped over and it doesn't matter what happens there anymore, that is concerning. There are obligations legally to maintain water quality, whether a tunnel is built.

Gia Moreno said that she wanted to address concerns about the pile driving. She hasn't been out there while doing the Painter's Bridge, but she has been around the stuff downtown. Residents had to drug animals in the day and night when those were going on. In Hood, stakeholders are still being excluded from things, in 4C, you have us surrounded by the North and South by intakes. She's concerned about levees being weakest points, are residents going to be completely flooded? There was a massive flood in 70s and she doesn't want that to happen again. The other thing, how is pile driving going to affect homes in Hood seismically since they're old? Talking about the haul road, she hasn't seen anything addressed about the electrical facility right there, the homes they're taking out, and how the redoing of the bridge will affect traffic. The mention of the roads in an out of Delta, there's only a handful of them, so how are stakeholders going to get out of town on the day-to-day. Hood has been neglected in this conversation. Hood's SEC representative hasn't been representing them. It is a town of elders and minorities and they've been overlooked and that's not fair.

Deirdre Des Jardin says it looks like the Bethany Reservoir option goes under the ranch house on Suzanne Womack's property. You might want to check that it doesn't go under any buildings.

5. FUTURE AGENDA ITEMS

a. SEC Tour Updates

Ms. Parvizi gave an update on tours letting everyone know that the videos are now up on the DCA website, under the August 2020 meeting materials. The videos are on YouTube.

There is an overall project overview, the Northern and Southern facilities, and the Eastern and Central alignments. A Bethany Alternative tour could come at a later time. The intent is to use these along with the map books to be able to go on a tour by oneself. It should give an overview, as well as properties or areas being considered as sites.

Ms. Martinez clarified that these are all properties being considered. Nothing is final.

Ms. Parvizi agreed that these are for illustrative purposes only. Final decision will be made by DWR at the end of the CEQA process.

Ms. Swenson noted the importance of minding residents' property and "no trespassing" signs. The virtual tour does not allow to cruise out wherever anyone wants.

Ms. Parvizi agreed and noted that the SEC may feel free to do the tour on their own, but with being mindful of the sites and private property.

b. September 23rd SEC Meeting Topics

Ms. Mallon discussed meeting topics for the next SEC meeting. The plan is to advance the Bethany Alternative at the next meeting. The hope is that by then the land between the Lower Roberts Launch Shaft up to the Reservoir have been evaluated.

c. September 17th SEC Report to DCA Board

Ms. Parvizi mentioned that no one reported out for August, so if there are any members that would like to do so at the September meeting, they can email her.

6. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

There were no SEC questions or comments made at this time.

7. PUBLIC COMMENT ON NON-AGENDIZED ITEMS

Jacilyn Albert said it was her first meeting and thanks everyone for opening up. I learned a lot and was impressed by the passion of the SEC members. I want to reiterate and urge that alternatives of water preservations are considered instead of the only one tunnel option in the EIR.

John McManus said he is the President of Golden State Salmon Association. We are a group that represent the sport and commercial fishermen as well as related businesses and industries. It has been interesting listening. It's been clear that the people that spoke have great reservations on this project. I have heard that it is not the SEC's purview to say yes or no to the project but rather shape it's going to be, but I encourage you to use whatever voice you do have to encourage the DWR to do something smarter here. The State Water Quality Control Board hasn't finished a project they're working on so how can a project be planned when the State Board hasn't finished its work? I would agree with the demand of bringing the

DWR back with a project proposal that is a no tunnel project and includes something that can strengthen the levies in the Delta to protect against sea level rise while also developing new water sources for the people of California. Our main concern is for salmon fishery, which has decline greatly over the last 100 years. This project will worsen it.

Conner Everts noted he's from the Southern California Water State Alliance. This is my first go around here. I think it's important to say that what we've heard in the integrated planning in the Metropolitan Water District is that the lowest water sale was last year with the expectation of this year being lower. They have more water in storage in than ever. We don't need water in Southern California, we have untapped local water resources. We should consider this first other than this project. I appreciate the comment by Ms. Barrigan-Parrilla and Mr. Wallace. I think discussion should include those who will be impacted especially including the economic impacts of COVID. There are 6-7 months of unpaid water bills for the Environmental Justice Committee we work with should be focused on first. Stop around health and safety and impacts of human rights to water in Southern California.

Brandon Dawson is a policy advocate for Sierra Club for California. At last month's meeting, the DWR presented alternatives for the tunnels in the EIR. The DWR then told you they wouldn't consider a no tunnel project alternative. This committee was made to inform the state how to avoid harmful environmental and cultural impacts the tunnel will have. There is no better way to avoid these impacts than by not building the tunnel at all and investing in smaller, local projects. This would still supply water to regions that need it while keeping the environment, economy, and culture unharmed. We urge that the department consider a no tunnel project alternative. It makes more sense to put these projects first. They will have no construction of the tunnel but still shift resources to locally funded projects.

Charming Evelyn is with the Sierra Club with the Los Angeles chapter and is the Vice Chair of Environmental Justice Committee. The fact that Southern California is moving towards water independence and no one is thinking how much all of these projects are going to affect the re-payers, especially since this is in the million- or billion-dollar range. With COVID, even though it's being said that it's only going to cost each person the price of a latte, a lot of people can't afford a latte. For renters, the law in California is that every proposition or Measure W says that the land cost is passed on to the renters by 50 to 100 dollars. Please keep this in mind and ask for a no tunnel alternative.

Ms. Martinez noted that the DCA has received written public comment.

Ms. Palmer noted that this written public comment will become part of the records.

Ms. Swenson asked where the written public comment can be found.

Ms. Martinez said they will be a part of the minutes.

Mr. Wirth said that a lot of public comments echo the general frustration in the environmental community with regards to the no tunnel alternative. It might be better to look at what is better for California rather than what is best for the Central Valley project. I would like to tell the SEC to let the DCA know that we would like a very robust no tunnel alternative where we

look at the actual need of this project. Can we get away with not having this to lower the environmental impact?

8. NEXT MEETING

Ms. Palmer noted that the next SEC meeting is on Wednesday September 23rd from 3-6 P.M.

9. ADJOURNMENT

Ms. Palmer adjourned at 6:13 PM.

APPENDIX: WRITTEN PUBLIC COMMENT

Comment 1:

Dear SEC:

The Department of Water Resources must include an alternative scenario that requires no tunnel construction but instead invests in other local and regional projects to reduce dependence on Delta water. The SEC members should demand that DWR include this commonsense or least-harm alternative in the environmental analysis.

The Delta tunnel has the clear potential to be a huge boondoggle that will destroy the environment in a large swath of the state. There are sensible alternatives. Include them. Thanks.

Jorge De Cecco
Ukiah CA

Comment 2:

Gentlemen and Ladies:

I write to oppose the basic idea of tunnels to export additional waters from the Sacramento Delta. In summary, my reasons are as follows:

1. Flows have already been diverted to the detriment of the Delta and the San Francisco Bay water quality and associated fishery, recreation and environmental integrity. It is very likely that there will again be low flow years in the future, during which there will be great pressure to utilize the tunnels to the maximum. The environmental consequences to the Delta and Bay Areas could be nothing less than a disaster in future drought years. I believe the Bay and Delta Areas should fight against this with all their might.

2. There are better options for addressing the water needs of consumers who are dissatisfied with the current regime. These mainly involve conservation, especially in agricultural uses. Our state has done admirably in encouraging and developing conservation and alternative power sources in the realm of electricity, rather than mindlessly going down an old and dangerous road. It can do the same with water. This plan is nothing better than a somewhat revised version of the "peripheral canal" idea of fifty years ago! Let's move on to better ideas.

I could go into great detail, but would best leave that to others, whose professional qualifications might appear to be superior to mine. My qualification is primarily that of a resident of the Bay Area for over fifty years who understands the issues and appreciates the need for a much better approach than this one. It is crushingly disappointing the see the studied alternatives fail to consider numerous conservation and water-management techniques that environmental groups and others have put forward thoughtfully and creatively. For example, as I am sure you are aware, the Sierra Club has recommended a set of "common sense" approaches that would involve far less environmental risk, and far less cost.

There is a larger picture that needs to be understood and addressed over a much longer period of time: Our state's population has grown tremendously and is likely to grow more, whereas the supply of water has remained more or less unchanged (except for taking down the aquifers). Over time, in the future, the unsustainable agricultural uses that are so very water-intensive must give way to a realistic understanding of our water supply. With great sensitivity to the economic consequences to individual users and their associations, the route forward must ultimately involve a combination of conservation techniques and the gradual but inevitable reduction of such agriculture as rice and almonds, which simply require too much water. Even if the tunnels were built, we will someday face this reality. Better to face it now, and rather than destroy the Bay and Delta first, to embark upon a long range plan for sustainable agriculture, just as we have embarked upon a plan for long-range reduction in carbon emissions. I wish your group would think broadly and creatively and work towards addressing this reality rather than seeing only a desperate need for more water at the expense of others and the environment. It seems certain that an end point will come, and likely disastrously for certain agricultural users if they don't plan for this reality and move toward it with deliberation and in the least disruptive way.

With sincere best wishes for all Californians, I am,

Yours very truly, Robert S. Venning